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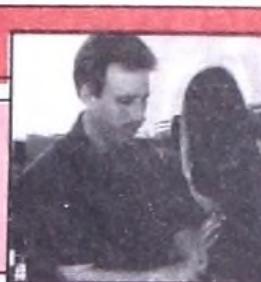
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Wheels

Success story
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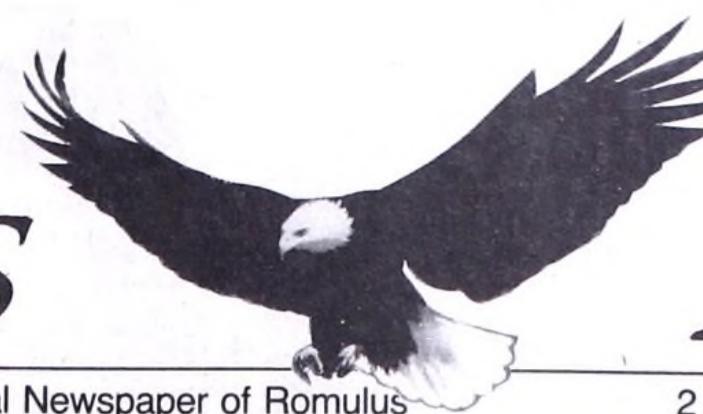


Sports

Inkster boasts of
gold medal winner
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Romulus



Roman

Week of Aug. 22-28 1991

Vol. 90, Number 33

Official Newspaper of Romulus

2 Sections

16 Pages

50¢

Computers welcome students

By AMANDA WILSON
ANP Staff Writer

Technology is taking over the three R's in Romulus classrooms.

With the new school year will come the implementation of a program so advanced representatives are coming from around the country to take a look at the "classrooms of the future," according to Romulus Superintendent Dr. William Bedell.

"We will now have the most state-of-the-art school district in the U.S. right here is little old Romulus," he said.

Thanks to the selling of a \$45 million bond issue, 1,200 computers and other advanced systems were purchased and are now being placed within three Romulus elementary schools.

Students of Wick elementary will be the first to feel the effects of this advanced technology which will include learning sessions virtually taught by the computer system. Barth and Hale Creek elementary schools will follow before the year ends.

"Students will have one class per day in the new Computer Aided Instruction Classroom (CIAC)," Bedell said. "There, teachers will call up one of the programs within the Integrated Learning System and the students will learn through the computer."

The \$1 million Integrated Learning System will teach students language arts and math among other subjects. Each child will be able to work on their own system in one of the three rooms which contain 30 computers each.

Because the Integrated Learning System has the ability to detect weaknesses, it's a learning aid unmatched even by human beings, according to Bedell.

"In a classroom setting, all students are taught a subject at the same level and while some may get bored because they learn quickly, others may get left behind," he said. "This new learning system has the ability to see an area where the child is having a problem. For example, if they were learning how to subtract and a child was having a problem learning how to carry numbers, the system

See STUDENTS, page A-3

Long-term hotel parking prohibited

Long-term automobile parking at Detroit Metropolitan Airport hotels and motels is now prohibited.

Members of the Romulus City Council recently adopted an ordinance requiring travelers staying overnight at Romulus hotels prior to next-day flights park their cars at commercial parking lots either in the airport or off-site.

Council members adopted the ordinance after receiving complaints from commercial parking lot operators and Metro Airport officials, according to Steve Banco, city ordinance director.

The operators complained because they were losing parking revenue, he said. And they weren't the only ones.

Romulus and Wayne County receive a 30-percent state



Clowning around

Nick Dwenger, 8, (above) helps Dan Thorndyke (Sloopy Joe) with a magic trick while Katie Drayton, 3, (below) looks on and laughs. The magic show was a part of the final party for those participating in the Summer Reading Club programs at the Romulus Library. The theme of the programs this year was "Read on the Wild Side," and each one had something to do with wildlife. From decorating the library like a rain forest, to seeing presentations on endangered animals, dinosaurs, owls and dogs, the kids seemed to really enjoy the events. In addition, they were rewarded for their reading efforts. "It gives the families a chance to work together and have fun during the summer months," commented Kim Potter, children's librarian. Library officials plan to have the program again next year starting in or about the month of June. ANP photo by Deanne L. DeYonker/staff photographer

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The Romulus Roman
Thursday, August 22, 1991
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HOME DELIVERY ... 729-4000
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What's the big
'Mystery'
Mystery Date
An ORION PICTURES Release

See movie review Sunday
in Suburban Living

New cop show a hit with police

By AMANDA WILSON
ANP Staff Writer

Romulus police officers are spending time in front of the television set these days, and their actions are encouraged by their supervisors.

Now linked with the Law Enforcement Television Network, the department is learning as much as possible about different aspects of police work by watching these specialized programs.

"The station broadcasts only law enforcement information, and gives us insight on particular police programs and how they work," said Romulus Police Lt. Eric Painter.

The network broadcasts from Carrollton, Tx., and offers programs from police departments around the country.

Programs such as "Roll Call" are played each day, re-

porting innovative tactics, techniques, high-tech equipment and law enforcement news. Other programs focusing on quick, effective response to high-risk situations, state-of-the-art investigative techniques and procedures, and operational, personnel, management and tactical concerns including jail facilities management are also featured.

Some programs also focus on such issues as drug enforcement tactics, and nationwide reports and interviews round out the coverage, giving police a wide range of personnel, operations and innovative programs.

"We have three televisions set up throughout the department, and whenever officers have a spare minute, they're invited to sit down and see what's going on said Painter.

"If there's a particular program being shown on something

we will soon be training our officers on, we tape it, and get a chance to show it during a training session," Painter said.

In addition, some pertinent programs are taped and added to the ever-growing police library. Members of the department may view them on their breaks, or even take them home for viewing.

According to officials at LETN, the network is designed to work with police to report the news for and about law enforcement, told with officers in mind, and using correspondents around the country and the resources of ABC news.

"It has great new ideas and innovative programs with which to train our department, and it's really helping to keep our officers informed on the latest techniques," Painter said.

ALL AROUND TOWN

And the winners are

Ian McGuire, left, Heather Clime and Chad Daniels were the lucky winners in a recent contest for Associated Newspapers carriers. Ian, 10, took home his second prize in carrier contests, winning a portable color television recently. He took the route to earn some extra money and says he enjoys the chances to win prizes. Heather, 13, won a 10-speed bike in the contest and noted that she, too, enjoys the chances to win prizes along with earning extra money. Chad, 12, who also won a skateboard, explained that he likes having a paper route close to home which allows him to make some extra money and have some responsibility. The prizes, he said, are great.



Tabatha Coulter, of Inkster, has been admitted to Olivet College for the Fall Semester 1991. She is the daughter of Deborah Coulter of Inkster and is a graduate of Wayne Memorial High School.

Deanna Lynn Carter and Mark

Lyons, are recipients of the 1991-1992 Sheila Marie Tripp Memorial Scholarship. Carter is planning to transfer to Eastern Michigan University to complete her bachelor's degree in elementary education. Lyons is working toward a bachelor's degree in nursing.

Both recipients work full time to pay for school and are Dean's List students.

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People's PLACES

People's Travel



TRAVEL TIPS

Almost everyone has heard horror stories about unsuspecting visitors arriving in New York and being taken for a \$100 ride by an unscrupulous cab driver. I should hasten to add that New York isn't the only city in the world where this happens, but the New York airports have excellent public transportation which might help you avoid the problem.

Free airport buses circle each of the New York Airports, providing transfers between terminals. The main terminal at LaGuardia Airport houses most major airlines so you can walk between gates if baggage and physical condition permits. Free bus service links the shuttle and main terminals. Similar transportation services are provided at Kennedy Airport where most terminals are too far apart to walk.

Excellent bus transportation exists between airports as well as from all the airports into Manhattan. Taxi fares are extremely expensive, but you can use the buses which operate frequently for about \$7-\$15 depending upon where you're going. Allow at least an hour between LaGuardia and Kennedy and a minimum of three hours from either of them to Newark because of possible traffic delays. It will take approximately an hour to get from the airports into New York City.

We know the New York airports can be confusing, but we'll do our best to make your travel arrangements as carefree as possible. Just call us when you're ready to book your next trip.

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Each Proposal shall be accompanied by a certified check, cashier's check, money order or bid bond on the form provided in the Contract Documents, in the amount of at least five (5%) percent of the amount bid, drawn payable to City of Inkster, as security for the proper execution of the Contract.

The City of Inkster reserves the right to accept or reject any or all bids and to waive any informality in any bid should it consider same to be in its best interest.

No bid will be considered from any Bidder unless prequalified with Michigan Department of Transportation for the type and magnitude of the work proposed.

Bids may not be withdrawn for the period of ninety (90) days after date of receiving of bids.

This construction project is funded, in part, by the United States Department of Housing and Urban Development under Title I of the Housing and Community Development Act of 1974. The work must be performed in accordance with the Davis Bacon Act, the Equal Employment Opportunity Act, Executive Order No. 11246, Section 3 Affirmative Action Plan, Section 202, all United States Department of Labor Regulations and Standards, Title 29, 1, 2, 3, and 5, and Title 18 U.S.C., Section 874, known as the "Anti-Kickback Act" and the Occupational Safety and Health Act of 1970. The CONTRACTOR shall comply with the updated EEO Bid Conditions as outlined in the Federal Regulation Index. No less than the prevailing salaries and wages noted in the Prevailing Wage Determination must be paid on this Project. The CONTRACTOR must also ensure that employees and applicants for employment are not discriminated against because of their race, color, religion, sex, or national origin.

The CONTRACTOR shall comply with and abide by all requirements of the City of Inkster, Ordinance No. 603, Local, Minority, and Female Business Enterprise Opportunity Ordinance (LMFBE Ordinance), and Ordinance 693, (an Ordinance to amend Ordinance 603).

Ms. Delphine G. Oden, Clerk
City of Inkster
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Inkster, MI 48141

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CITY OF INKSTER ADVERTISEMENT FOR BIDS EAGLE-PICHER DISTRICT STREET IMPROVEMENTS

Sealed Bids will be received by the City of Inkster at the Office of the Clerk, 2121 Inkster Road, Inkster, Michigan 48141, until 10:00 a.m., Local Time, Wednesday, September 11, 1991, at which time and place said Bids will be opened and publicly read aloud for the following approximate quantities of work:

Base Bid

13,500 square yards of 7-inch and 9-inch nonreinforced concrete pavement, 320 tons of bituminous concrete pavement, 13,000 square feet of 6- and 8-inch concrete drive approaches, 25,500 square feet of 4- and 6-inch concrete sidewalk, 4,525 linear feet of 12- thru 27-inch storm sewer, 520 linear feet of 8-inch water main and related work.

Alternate Bid

7,350 square yards of 9-inch nonreinforced concrete pavement, 1,620 tons of bituminous concrete pavement, 4,100 linear feet of 7-inch concrete curb and gutter, 13,000 square feet of 6- and 8-inch concrete drive approach, 25,500 square feet of 4- and 6-inch sidewalk, 4,525 linear feet of 12- through 27-inch storm sewer, 520 linear feet of 8-inch water main and related work.

Contract Documents are on file with the City Clerk, City of Inkster. Contract Documents may be examined at the following locations: City of Inkster Clerk's office, 2121 Inkster Road, Inkster, Michigan 48141, F.W. Dodge, 1 Parklane Blvd., Suite 328E, Dearborn, Michigan 48126; Construction Association of Michigan, 1351 E. Jefferson, Detroit, Michigan 48207; Daily Construction Reports, Plan Room, 25229 Dequindre Road, Madison Heights, Michigan 48071-4211; and Wade-Trim/Associates, Inc., 25185 Goddard Road, Taylor, Michigan 48180. Copies thereof for bidding purposes may be obtained at the office(s) of Wade-Trim/Associates, Inc., 25185 Goddard Road, Taylor, Michigan 48180, starting on Monday, August 19, 1991, upon making a payment of Thirty (\$30.00) Dollars if picked up or Thirty-Five (\$35.00) Dollars if mailed, none of which will be refunded.

Publish: August 22, 1991

ROMULUS NEWS DIGEST

Public Hearing set for Monday

A public hearing has been scheduled to obtain comments from the public on transferring and closing out some city bank accounts.

"Basically, we're going to be moving around some money so that we can get additional dollars for the sidewalk project on Wayne Road," said Dennis Oakes, director of community development.

Street improvement accounts and an account on historical preservation will be re-programmed or closed due to the project.

The hearing will be in the City Hall at 6:30 p.m. Aug. 26.

Class of 1986 reunion scheduled

Romulus High School Class of 1986 members will meet for their five-year reunion Nov. 30, 1991.

It will begin at 6:30 p.m. in the Royce Hotel in Romulus.

Cost to attend the event will be \$40.75 per person.

For more information, call 1-800-397-0010.

Romulus Chamber solicits support

The Romulus Chamber of Commerce is seeking donations of prizes and hole sponsors to help support their annual golf outing, the main fund raiser for the Chamber.

Cost to sponsor a hole is \$75, and sponsors must provide their own sign.

The event will take place Aug. 29 at the Willow Golf Course.

"With your continued support, you will enable the chamber to keep on acting as a helping hand developing information, answering many inquiries and preparing factual data and brochures that tell the story of our area," stated Karen Cantrell, executive secretary for the chamber.

Anyone interested in sponsoring a hole or making a donation for prizes may call 326-4290.

Ecorse Creek clean-up begins

The first annual Ecorse Creek Clean-Up day will be Sept. 7.

The event is scheduled to start at 8 a.m. and run to 11 a.m.. A lunch will be offered to all participants at 1 p.m. in Swapka Park in Dearborn Heights.

Volunteers may call 942-7592 for more information.

Students offered low-cost shots

Today is the final day for students to get low-cost immunizations.

The Romulus Adolescent Health Center is conducting an Immunization Fair which will end today at 5 p.m.

Any Romulus student ages 5 to 21 needing immunizations is encouraged to participate. Parental consent is required for those under 18.

The fair is taking place at the Romulus High School at 9650 Wayne Road, and the cost is \$2 per person.

No appointment is needed.

Head Start recruits youth

The Romulus Head Start and Michigan Department of Education Preschool programs are recruiting eligible 3- and 4-year-old children for September 1991. These free preschool programs will be staged at Beverly School. The program serves children from low-income families. Anyone interested should call Gail Reinhard at 728-7815.

1991 contenders continue to battle for city council

Gear supports growth

By AMANDA WILSON
ANP Staff Writer

Randolph Gear is completing his second term on the council and looks forward to many more to come.

Gear considers himself an active member of the community, and hopes to continue to have a say about the things that effect him and fellow Romulus residents.

"I love this city and I care very much about what goes on within, and how residents and workers are affected," Gear said. "I'd like to be re-elected so I can continue working toward fulfilling needs of the citizens, and doing what's best for our city."

On the top of Gear's list of "things to do if re-elected" is the continued push for development throughout the city. He would like to see new single-family dwellings and another senior citizen building.

"I would also like to see more multiple housing throughout the city," he said.

He plans to see what he can do about getting roads paved and widened wherever possible by establishing the best relations he can between the county and the city, he said.

This philosophy may also come into play when it comes to taking care of problems at the airport.

"I would like to see a continued effort in noise reduction on the part of the county and would like to keep them informed that the city is behind them in their efforts," Gear said.

He supports airport expansion believing that the new jobs brought in will make up for the tax-base lost as residents are relocated.

He also supports the city recycling efforts and would like to encourage all residents to take part in the activity.

"In order for our generations to live on in a healthy environment, everyone needs to be a part of it," Gear said.



Randolph Gear

little more conscious about taking care of our lands," Gear said. "If re-elected I would like to do what I can to see that the residents of Romulus are well-informed about the advantages of recycling and are encouraged to do it."

Gear teaches art classes and is also a sergeant in the U.S. Army Reserves. A 40-year resident of Romulus, Gear plans to stay much longer, and to make as much of a difference as he can.

"This is one of the fastest growing cities in the tri-county area and I'm happy to be a part of it," he said. "I hope I can continue to work toward keeping Romulus a great place to live."

Collins promises answers

By AMANDA WILSON
ANP Staff Writer

Accountability will be Mary Collins' number one goal if elected to serve on the Romulus City Council.

A lifelong resident of Romulus, Collins believes local residents need to be more aware of what's happening with tax dollars.

"I want to make sure residents are well aware of what their money is being spent on," Collins said.

She also feels very strongly about keeping the land to the west of the airport zoned for residential housing.

"I've heard that the city is re-zoning land in that area to put in a mobile home park and I don't think it's a good idea," she said. "It's been statistically proven that established home sites contribute more stable tax dollars to the city and that's something we definitely need to look at right now."

"If I'm elected, I intend to actively pursue this issue and to help maintain some of the rural, homestead atmosphere Romulus is noted for."

Her third major concern is the airport.

"For all the services we provide them as a city such as the use of our roads and land, the airport gives us nothing in return," Collins said. "I believe the city needs to develop a good-neighbor policy with the airport so we can work something out in regards to compensation."

Collins would like to see more residents regularly attending council meetings so that they are aware of current issues in the city. She encourages everyone to speak out and let council members know whether they like something or not.

"Without input from the public, it's harder for the council to know what the people want," Collins said. "If I get elected, I'm telling everyone I'll be there to listen and to take action."

Collins was secretary for the Romulus City Council for six years, and is currently working in the financial department for the city of Wayne.

In addition to attending every council meeting possible, Collins has served on the beautification committee and with the Youth Assistance Program for the city, and is currently an alternate on the board of appeals.

She said her knowledge gained from direct experience with the council and her active involvement in the community will give her the edge needed to be a great council member.

"I once heard a politician say 'If you don't like it, change it,' and that's what I intend to do," Collins said.

and each will have an area set up with about 20 computers where teachers may also bring their students for a quick learning session.

Although many see nothing but advantages to this new system of teaching, some fear teachers are being "replaced" by technology and machines. Bedell insists that's simply not true.

"Even while working on the computer, the students need to be motivated," Bedell said. "A computer can't replace the compassion given by a human being and all students also need those qualities in able to learn."

Although only three of the six elementary schools in Romulus will be using the new system fully before the end of this coming school year, the others are expected to have the new technology implemented within 13 months.

"Our goal is to have every kid at grade level within the next six years," Bedell said. "With the aid of this new computer and other systems we're implementing that just might work."

Students

Continued from page A-1

will branch off into a program designed specifically for learning how to carry and the student will be able to better learn and advance with the rest."

Even when the one-hour, 15-minute computer class is over, the teacher may elect to have slower-learning students continue with the program on one of the five computers set up in each classroom.

"The teacher will have one master computer to control the five in the classroom and may call up a program and watch the students progress," Bedell said. "It's a great way to help the student catch up."

The idea behind implementing the system within elementary schools first is so that students will all be on the same learning level. Romulus schools have a 30-percent dropout rate, mostly because some students simply can't keep up, according to Bedell. With this new system, that rate should drop substantially.

In addition to the computers, a new audio-visual system is also being implemented into each classroom. A screen built into the wall and controlled by a push button pad will allow teachers to call up the video they would like to show in advance. A technician in the technology room will be waiting to take requests and working to be sure all videos begin at the pre-scheduled time.

Fiber optics are also being installed into each school, further allowing more rapid technological advance.

"Many systems now being tested will work through fiber optics and our schools will now be ready for those advances," Bedell said.

Schools are also being painted and remodeled. Libraries will now be called Instructional Materials Centers,

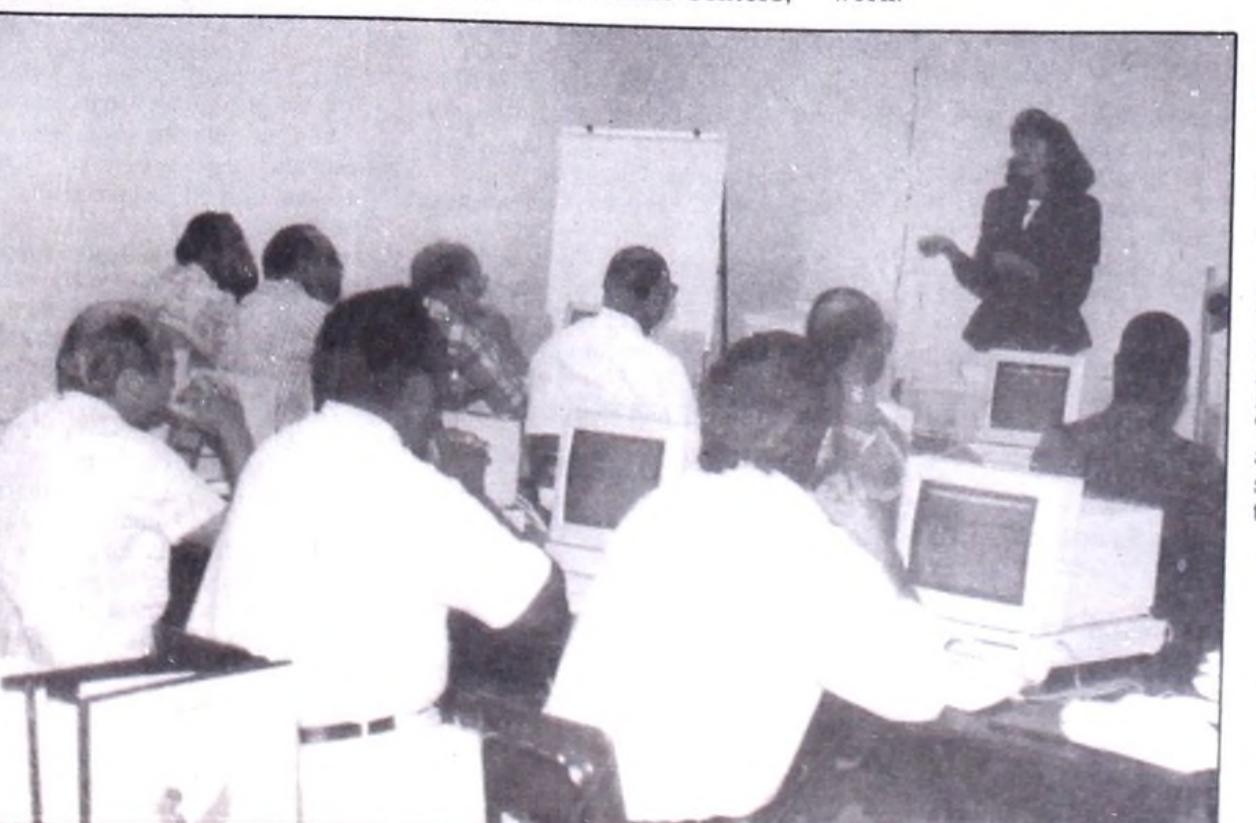
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An official from the Josten Corp. in San Diego explains the uses of the Integrated Learning System to administrators from Romulus schools. The system is being implemented into the 1,200 Apple computers that will be installed in Romulus elementary schools. ANP photo by Ken Garner



Mary Collins

Bergeron takes no nonsense

By AMANDA WILSON
ANP Staff Writer

Noah P. Bergeron is a "no-nonsense kind of guy."

"If I believe in something, I'll fight for it. If I hear about a problem, I'll look into it," he said. "I don't play political games. I'm here to get the job done."

Bergeron has served six years as a Romulus city council member and looks forward to finishing plans the council has begun during the past year.

"I want to continue the programs and projects we've started and to continue to make Romulus a viable, respected community," he said.

If re-elected, his main concern is to continue development within the community in a positive manner.

He is not at all happy with the airport taking away Romulus taxable land but realizes there may be nothing the city can do about it.

The development is apparently going to happen no matter what we say. All we can do now is keep working positively with Wayne County to help the community in other ways."

For example, the road program.

"Because we took the time to work together, Romulus is getting money to improve our roads. Hopefully, that same concept will come into play when it comes to getting benefits from the airport expansion."

Bergeron said that he had a say in many of the programs residents now see taking place. In fact, he was very instrumental in development of the current recycling program.

"When I was elected in '81, I told people that if we don't do something, it would soon cost more money to get rid of our garbage than to educate our children," he said. "I'm glad to see the program finally going into effect, and I hope to see more participation in the future."

Bergeron spent 12 years on the city Housing Commission, was the vice president of the Romulus Chamber of Commerce, past president of the Romulus Rotary Club, Chairman the St. Aloysius Labor Day Festival, president of the Romulus Boosters Club, member on the Oakwood United Hospital Board, "...and the list goes on and on," he said. "I consider myself a very active member of the community."

He is currently self-employed in the insurance financial planning field and has been a Romulus resident all his life - "All 23 years," he said with a smile.

When asked if he had a message to voting residents, Bergeron replied simply: "If you like where Romulus is going, re-elect us."



Noah P. Bergeron

Students jump ahead

By AMANDA WILSON
ANP Staff Writer

Students low on self-esteem and learning skills are getting a chance to fuel up as Operation Jump Start begins at the Romulus Senior High.

Under the direction of Principal Thomas Dolan, this program is designed to enhance "at-risk" students' abilities to become more capable and effective students. We hope to generate a group of successful students who want to stay in school," said Dr. Terrel M. LeCesne, assistant superintendent for administrative services of Romulus schools.

Students participating in Operation Jump Start will be involved in a series of workshops and classes that will build positive self-esteem and reinforce basic math and English skills.

"The idea is to help incoming freshmen make an adjustment to high school life," LeCesne said.

Fifty-five young adults will be participating in the two-week program which will end Aug. 29. Those participating are mostly incoming freshmen who will soon be developing a 10-point plan for achieving academic success.

As part of the program, students will be attending workshops on high school adjustment, peaceful conflict resolution and resisting negative peer pressure. They will also get a chance to view a play sponsored by the Minor Crisis Theater Troupe and will have an opportunity to listen to a speech by Supreme Court Justice Conrad L. Mallett Jr.

Correction

No one is attempting to close Stella's Cafe.

In fact, officials in Romulus are working to find ways to aid the business in attempts to satisfy parking requirements in the city.

According to David Paul, director of the Romulus Building Department, research is under way to determine the exact parking regulations in effect when the cafe, located at the corner of Ecorse and Farnum roads in Romulus was opened.

According to Paul, the city is making every effort to help find ways to satisfy present parking needs at the local restaurant. "It's a legal business and I never said we were trying to close it down," Paul said. The building director was concerned that remarks attributed to him in a story regarding parking at the facility may have been inaccurate in a story in *The Romulus Roman* last week. "We are here to operate and help solve the problem," said Councilman Fred Junior Block. "She's been here 20 years and we don't want to close her down."

Romulus Roman

(USPS 470-400)
Published Thursday by Associated Newspapers, Inc., a Michigan Corporation, 35540 Michigan Ave. West, P.O. Box 578, Wayne, MI 48184.
2nd Class Postage Paid At Belleville, MI.
Home Delivery Rates:
\$3.25 Thursday
Mail Subscription Rates Effective Nov. 1990:
Single Copy Rates
Newspaper 50¢ per copy
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COMMUNITY CALENDAR

Associated Newspapers

Aug. 22, 1991

SEND INFORMATION — Items for the "Community Calendar" should be submitted in writing no later than noon Thursday to Community Calendar Associated Newspapers, P.O. Box 578, Wayne, Mich. 48184. Each calendar event should be listed on a separate piece of paper. For more information, phone our newsroom at 729-4000.

**CLUBS, GROUPS**

ROMULUS HUNTER SAFETY COURSE — The Wayne County Sportsman's Club and the Michigan Department of Natural Resources will sponsor a course of instruction leading to a Michigan Safe Hunter Certificate on Friday, Saturday and Sunday, Sept. 20, 21 and 22, 1991. Registration will start at 6 p.m., with classes starting at 7 p.m. on Friday evening. Classes begin at 8 a.m. on Saturday and Sunday. Participants must attend all classes and successfully complete an exam to receive certificates. For more information, phone instructors Bill and Louise Scherer at 535-0436.

NRA BASIC RIFLE SHOOTING COURSE — the Western Wayne County Conservation Association (WWCCA) and the National Rifle Association will sponsor a course of instruction teaching the basics of rifle safety and shooting. The class will meet at 7 p.m. on Wednesday evenings in the clubhouse of WWCCA beginning on Sept. 11. The fee is \$10, which includes materials and all instruction. For more information, phone 532-0285.

CONCERTS AT PINE KNOB — will include Sting, Aug. 28; Bobby Vinton, Aug. 27; Maynard Ferguson-Dizzy Gillespie-Bobby Eckstine, Sept. 3; Paul Simon, Sept. 6; Manhattan Transfer,

Sept. 12.

MADD FOR GOLF OUTING — will be staged Aug. 26 at the Idyl Idyl Golf Course on Five Mile Road, Livonia. Registration fee of \$125 includes a full buffet breakfast, golf fees, cart fees, steak or chicken dinner, door prizes and other gifts. Phone 422-MADD for more information.

VOYAGERS MIXED-SINGLE BOWLING LEAGUE — will resume its season 2:30 p.m. Sept. 8 at Merri-Bowl Lanes, Five Mile and Merriman, Livonia. People 30 or older should phone 591-1350 for more information. A pre-season meeting will be staged at the Lanes 1:30 p.m. Aug. 18 at which time sanction fees must be paid.

WESTLAND CHAMBER OF COMMERCE — announces the Second Annual Car Show and Concert in the Park from 1 until 9 p.m. Sept. 8. Show is open to all cars and trucks. Space limited to first 300. Gate opens at 11 a.m. for entries at Central City Park. For more information, phone 326-7222.

THE CANTON LIONS FOOTBALL CLUB — has a small number of openings on its junior varsity, varsity and cheerleading squads. The Lions Club is open to all Canton Township and Plymouth children. For more information, phone Debby at 397-1720 or Cindy at 981-4856.

TOASTMASTERS PUBLIC SPEAKING CLUB — Learn communication and leadership skills at The Holy Smoke Masters Toastmasters Club of Champions in the friendly atmosphere of support. The Holy Smoke Masters meet at 6:30 p.m. Thursdays in Denny's of Westland at 7725 N. Wayne Road. Information: 455-1635. Guests are welcomed. The club will choose the most humorous speaker in Town at its Aug. 8 meeting after a contest.

ROMULUS ROVERS WALKING CLUB — Walk three times a week. For information on walk site and membership, phone 941-2215.

PARENTS WITHOUT PARTNERS — meets at 8:30 p.m. the first and third Wednesday at the Taylor Moose Hall. Phone 928-4411.

MASONIC TEMPLE OF BELLEVILLE — will host an all-you-can-eat south-

ern-style breakfast the first Sunday of every month.

ENCORE — Postmastectomy Group for Women will meet from 10:30 a.m. until 12:30 p.m. every Monday at the Dearborn Athletic Club. For more information, phone 561-4110.

PREGNANCY SUPPORT GROUP — for moms of all ages in the Belleville area. For more information, phone 697-4409.

PLYMOUTH-CANTON JAYCEES — will meet at 7 p.m. the fourth Thursday of every month at the Plymouth Cultural Center. For further information, phone 453-1915.

BELLEVILLE AREA AND ROMULUS RIGHT TO LIFE — will stage a meeting at 7 p.m. Monday. For place of meeting and any other information, phone Chris at 697-3719.

THE CANTON ECONOMIC CLUB — will stage the September meeting on Sept. 18. Scheduled speaker is Barbara Bumochelle, Grosse Ile Republican, member of the Michigan Board of Education. For more information, or to reserve tickets for the upcoming season phone 454-5427.

**ARTS/CRAFTS**

WILDWOOD SCHOOL PTA ARTS AND CRAFTS SHOW — Reservations are being accepted for tables at the Nov. 2 show. Phone Ann 728-1626.

KETTERING PTA 1991 CRAFT SHOW — Seeking exhibitors for Kettering School 5th Annual Craft Show scheduled for 9 a.m. until 5 p.m. Nov. 5. For more information, please call Mary at 721-7384; Karen at 721-1266.

THE ROMULUS ARTS COMMISSION — has scheduled the Annual Arts and Crafts Fair Sat. Sept. 21. Registration fee is \$10. For more information, call

941-2678.

FORD MOTOR WOMEN'S CLUB — presents Autumn Arts and Crafts Show from 10 a.m. until 5 p.m. Oct. 27, at the Grand Manor at Fairlane in Dearborn. More than 100 quality artisans will appear. There is a \$2 admission with door prizes.

ARTISTIC PRODUCTIONS — has scheduled their Christmas Magic Craft Show at the Wayne Community Center in Wayne for Nov. 29, 30 and Dec. 1. Santa Claus, his helpers and the Magic Christmas Tree will be featured at this event. Crafters interested in exhibiting should contact Artistic Productions at 537-1008.

COUNTRY CRAFT SHOW — coordinated with antique car show sponsored by the American Legion Post 32-Livonia is scheduling a craft show from 10 a.m. until 5 p.m. Sept. 8. Crafters wanted. For further information phone Lynda at 624-5981.

WANTED CRAFTERS/ARTISANS — for various country craft shows in September, October, November and December. For more information phone Lynda 624-5981.

WAYNE FORD CIVIC LEAGUE — has scheduled their annual craft show from 9 a.m. until 6 p.m. Nov. 9. For table information, phone Kathie or Marion at 728-5010.

ST. PAUL'S CHURCH — will stage the annual Christmas craft show Nov. 9. Tables are available for hand crafters. For more information, phone 562-2805.

MICHIGAN DOLL MAKER'S GUILD — is staging the 13th Annual Show and Sale from 10 a.m. until 4 p.m. Oct. 13 at the Northfield Hilton in Troy. Admission is \$2.50 for adults, \$1 for children under 12. For more information, phone Roberta at 725-6902.

THE PLYMOUTH COMMUNITY ARTS COUNCIL — is sponsoring the 19th annual Artists and Craftsmen Show from 10 a.m. until 7 p.m. Sept. 7, and from noon until 5 p.m. Sept. 8, at Central Middle School at Church Street and Main Street in Plymouth. There is a \$2 donation for adults, \$1 for seniors and students, and children under 12 are free.

See **EVENTS**, page A-5

ADVERTISEMENT FOR BIDS

for the
WAYNE ROAD SIDEWALK PROJECT - PHASE II
#155-91-171
CITY OF ROMULUS
BID# 91-23

Sealed bids will be received by the City of Romulus at the City Hall, 11111 Wayne Road, Romulus, Michigan 48174, until 2:00 P.M., local time, on August 30, 1991, at which time and place said bids will be opened and publicly read aloud for the following approximate quantities of work:

10,000 square feet of 4" concrete sidewalk

Contract Documents are on file with the Clerk, City of Romulus. The Contract Documents may be examined at the following locations: City of Romulus Clerk's Office, 11111 Wayne Road, Romulus, Michigan, and Orchard, Hiltz & McClint, Inc. 34935 Schoolcraft Road, Livonia, Michigan. Copies thereof for bidding purposes may be obtained at the office of Orchard, Hiltz & McClint, Inc. 34935 Schoolcraft Road, Livonia, Michigan, on Monday, August 19, 1991, after 1:00 P.M. upon making a payment of Twenty (\$20.00) Dollars if picked up, or Twenty-Five (\$25.00) Dollars if mailed, none of which will be refunded.

Each proposal shall be accompanied by a certified check, cashier's check, money order or bid bond in the amount of at least Five (5%) percent of the amount bid, drawn payable to the City of Romulus, as security for the proper execution of the Contract.

The City of Romulus reserves the right to accept or reject any or all bids and to waive any informality in any bids should it consider same to be in its best interest. Bids may not be withdrawn for a period of Sixty (60) days after date of receiving of bids.

This project will be Federally funded. All bidders are advised that contractual agreements with the City of Romulus for this work will include compliance with Davis-Bacon and related acts; minimum wage levels based on the wage determinations that are to be verified 10 days prior to bid opening; U.S. Department of Housing and Urban Development Labor Standards; exec. order 11246; and Section 3, HUD Act of 1968, as amended, 12 USC 1701u.

Ms. Linda Choate, Clerk
City of Romulus
11111 Wayne Road
Romulus, Michigan 48174

Publish: August 22, 1991

3. Certification: The County of Wayne will undertake the project described above with Block Grant funds from the U.S. Department of Housing and Urban Development (HUD) under Title I of the Housing and Urban Development Act of 1974. The County of Wayne and Executive Edward H. McNamara, in his capacity as County Executive, consent to accept the jurisdiction of the Federal Courts if an action is brought to enforce responsibilities in relation to environmental reviews, decision-making and action, and that these responsibilities have been satisfied. The legal effect of the certification is that, upon its approval, the County of Wayne may use the Block Grant funds, and HUD will have satisfied its responsibilities under the National Environmental Policy Act of 1969. HUD will accept an objection to its approval of the release of funds and acceptance of the certification only if it is on one of the following bases:

- That the certification was not, in fact, executed by the Chief Executive Officer of the applicant; or
- That the applicant's environmental review record for the project indicates omission of a required decision, finding or step applicable to the project in the environmental review process.

Objections must be prepared and submitted in accordance with the required procedure (24 CFR Part 58) and may be addressed to HUD at: McNamara Building - 17th Floor, 477 Michigan Avenue, Detroit, Michigan 48226. Objections to the release of funds on the basis other than those stated above will not be considered by HUD. No objection received after September 24, 1991 will be considered by HUD.

Edward H. McNamara
County Executive
County of Wayne
Publish: August 22, 1991

Measures Ordinance introduced at the regular Council Meeting of July 22, 1991. A copy in its entirety is on file in the City Clerk's office.
Roll Call Vote Showing: Ayes - Bergeron, Block, Gear, Lambert, Pennington, Raspberry. Nays - None.
Motion Carried Unanimously.

91-356

*6A4. Motion by Pennington, supported by Bergeron to concur with the recommendation of the City Clerk and appoint Mr. Terrance Hermenau as Acting Deputy Clerk effective July 22, 1991 in accordance with Section 87.10 (MCL) Michigan Complied Laws and Section 5.5 of the Romulus City Charter, at the same salary as that of the Deputy Clerk. All other benefits currently provided in the position of Administrative Secretary remain the same without interruption.

Roll Call Vote Showing: Ayes - Bergeron, Block, Gear, Lambert, Pennington, Raspberry, Wadsworth. Nays - None.

Motion Carried Unanimously.

91-357

*6A5. Motion by Block, supported by Bergeron, pursuant to Article 6, Section 6.5 of the Romulus City Charter and P.A. of 1976, Michigan Open meeting Act, to schedule an Executive Session to be held Monday, August 12, 1991 at 6:30 p.m., in the Romulus City Hall Council Chambers, 11111 Wayne Road, Romulus, Michigan 48174 for the purpose of discussing pending legal matters.

Roll Call Vote Showing: Ayes - Bergeron, Block, Gear, Lambert, Pennington, Raspberry. Nays - None.

Motion Carried Unanimously.

91-358

6B1. Motion by Bergeron, supported by Lambert to receive and place on file the Treasurer's Monthly Cash Balance Report of June, 1991.

Roll Call Vote Showing: Ayes - Bergeron, Block, Gear, Lambert, Pennington, Raspberry. Nays - None.

Motion Carried Unanimously.

91-359

*7. Motion by Pennington, supported by Bergeron to refer the matter of parking at the southwest corner of Ecorse and Middlebelt Roads (Stellas Restaurant) and the usage and destruction of Farnum Street by commercial vehicles to the office of the Mayor for investigation and possible action and report back to the Council with the results.

Roll Call Vote Showing: Ayes - Bergeron, Block, Gear, Lambert, Pennington, Raspberry. Nays - None.

Motion Carried Unanimously.

91-360

12. Motion by Bergeron, supported by Block to adjourn the regular meeting of the Romulus City Council.

Roll Call Vote Showing: Ayes - Bergeron, Block, Gear, Lambert, Pennington, Raspberry. Nays - None.

Motion Carried Unanimously.

91-361

Respectfully submitted,
Linda R. Choate, CMC, Clerk
City of Romulus, Michigan

I, Linda R. Choate, CMC, Clerk for the City of Romulus, Michigan do hereby certify the foregoing to be a true copy of the minutes of the regular meeting of the Romulus City Council held August 5, 1991.

Linda R. Choate, CMC, Clerk
City of Romulus, Michigan

Publish: August 22, 1991

MINUTES OF THE REGULAR MEETING OF THE ROMULUS CITY COUNCIL HELD AUGUST 5, 1991 IN THE ROMULUS CITY HALL COUNCIL CHAMBERS

The meeting was called to order at 7:30 p.m. by Randolph Gear, Mayor Pro Tem

Present: Bergeron, Block, Gear, Lambert, Pennington, Raspberry.

Absent: None

Excused: Wadsworth

Administrative Officials in Attendance:

Beverly McAnally, Mayor

Linda R. Choate, Clerk

James Napiorkowski, Treasurer

Motion by Lambert, supported by Block to accept the agenda as amended.*

Roll Call Vote Showing: Ayes - Bergeron, Block, Gear, Lambert, Pennington, Nays - None.

Motion Carried Unanimously.

Councilman Raspberry out of the room for the Roll Call on Items 1 through 5.

91-343

2A. Motion by Bergeron, supported by Block to approve the minutes of the Regular Council meeting held on July 22, 1991.

Roll Call Vote Showing: Ayes - Bergeron, Block, Gear, Lambert, Pennington, Nays - None.

Motion Carried Unanimously.

5A. Motion by Bergeron, supported by Lambert to approve the Mayor's Consent Agenda items 5A1 through 5A8:

91-345

3A. Motion by Pennington, supported by Bergeron to concur with the recommendation of the Planning Commission and grant Special Use Approval (PC-014-06-91) to Timothy Bunge for Auto Body Repair at 15135 Wayne Road between Eureka and Pennsylvania, in an M-1 (Light Industrial) zoned area.

Roll Call Vote Showing: Ayes - Bergeron, Block, Gear, Lambert, Pennington, Nays - None.

Motion Carried Unanimously.

5A. Motion by Bergeron, supported by Lambert to approve the Mayor's Consent Agenda items 5A1 through 5A8:

91-346

5A1. To enter into the "Electric Service Agreement" between Detroit Edison, the Tax Increment Finance Authority of the City of Romulus and the City of Romulus for the street lighting service along Wickham Road and to authorize the Mayor and Clerk to execute said agreement.

91-347

5A2. To authorize the City Assessor to destroy retired personal property records pursuant to MCLA 211.23, Section 23 of the General Property Tax Law.

91-3



**CLEARY
COLLEGE**

FOR PEOPLE WHO KNOW WHERE THEY'RE GOING

"CLEARY'S BUSINESS CURRICULUM PROVIDES EXCELLENT EDUCATION FOR THE ENTREPRENEUR"

In always thought of starting a business of my own while still receiving my education in a large university. But soon, I realized that larger universities only provided a small fraction of the business education that was needed to run my own company.

"One day while on a visit to Cleary, I found that the programs and classes offered at Cleary were more business oriented and suitable to my needs. The classes are geared

toward a practical business setting, with fine staff and faculty to provide individualized assistance and personalized attention. That prompted me to enroll immediately! At Cleary, I focused on classes that helped me work toward my accounting degree.

"Today I am the proud owner of Kuderik and Company, an accounting firm which Cleary College helped make possible through its business education program."

John Kuderik, Accountant,
Kuderik & Co.



Verna Flynn, Patents Department,
Warner Lambert Parke-Davis

"I WANTED TO BE AN ACCOUNTANT AND CLEARY COLLEGE HELPED ME GET THERE"

Before I came to Cleary to study, I already knew that I wanted to be an accountant in a government setting, specializing in taxation. Cleary not only provided the academic path to that degree but also helped with a chance for me to be involved personally in my chosen field. With the encouragement of Cleary's faculty, I applied for a student internship with Senator Donald Riegle. To apply, I had to write essays in response to three questions, and pro-

pose legislation to deal with an important issue.

"The internship was a wonderful opportunity and the exposure I received was extremely valuable. The experience I received reinforces my ambition even further. I cannot imagine another college that could have given me the same academic and practical exposure as Cleary.

"Enrolling in Cleary College was a positive and rewarding experience."

"I'VE ALWAYS ENJOYED WORKING IN AN INTERPERSONAL ENVIRONMENT AND CLEARY PROVIDES AN EXCELLENT SETTING FOR ME"

After graduating with an associate degree from a community college, I went to a larger university to finish my bachelor's degree. I was very disappointed with the quality of teaching and large classroom environment. I decided to go to a smaller college and still get the quality education that I needed. I transferred to Cleary College.

"Cleary's small classes and focused teachings are really helpful to me. The College provides the framework for me to work in small groups and the one-to-one teaching helps me learn how to relate in an interper-

sonal setting. The personal attention I receive helps me function better in the business environment as I work toward my bachelor's degree in marketing.

"Cleary also provides a chance for me to be involved in my field of study. I was offered a position at Pepsi-Co after Cleary's annual career fair last spring.

"Coming to Cleary was a good career move for me and I know that when I get my degree, I will be moving higher on the corporate ladder."

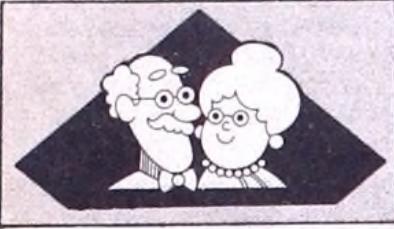
Mike McDonald, Lab Technician
Pepsi-Co Inc.

REGISTER NOW

CLASSES START SEPTEMBER 18

Events

Continued from page A-4



SENIORS

THE WESTLAND SENIOR RESOURCES DEPARTMENT, FRIENDSHIP CENTER

Activities have been planned at the Westland Senior Friendship Center on Newburgh Road in Westland. The center is open Monday through Friday.

• Travel Group meets at 12:45 p.m. every Friday unless a trip is planned. Group includes speakers and weekly door prize.

• Stress and isolation counseling 2:30 to 4 p.m. Tuesdays by appointment only. Service offered by Annapolis

Hospital. \$5 fee.

• Basic foot care is available to seniors from 9:30 a.m. to noon every Tuesday and Thursday at the Friendship Center by appointment only.

• Exercise is offered daily at the Friendship Center from 9:30 a.m. to 10:30 a.m. Monday through Friday. Moderate exercise and walking track available.

• Haircuts are available by appointment only. Sign up at the front desk.

• Health awareness day is scheduled every Friday. Free health services are offered by appointment.

WAYNE SENIOR CITIZENS — The following activities have been planned at the Wayne Community Center on Howe Road. For details, phone 721-7400.

• Blood-pressure screening is offered from 10:30 a.m. to 11:30 a.m. every third Thursday of the month.

• Handymen referral service is available for those needing help around the house. For information, phone 721-7400.

• Medicare information is provided to Wayne seniors by appointment. A trained counselor will provide information about benefits claims and appeals. Call the center for details.

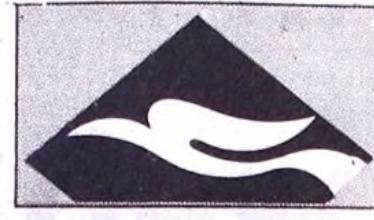
• Telecare service is offered to local senior citizens. A volunteer will call each day to chat and make sure things are going well. To be added to the list,

phone 721-7400 or 721-7460.

• Golden Hour Club installation of officers will be at noon May 30.

CANTON TOWNSHIP SENIOR CITIZENS — The following activities have been planned at the Canton Recreation Center on Michigan Avenue.

• Wayne County Community College is sponsoring leisure-time classes for Canton seniors. Phone 397-5444.



CHURCHES

CHRIST THE GOOD SHEPHERD CHURCH

— is accepting registrations for youngsters ages 3 to pre-kindergarten for the fall 1991 cooperative preschool program. Classes will be staged from 9:15 until 11:15 a.m. Monday, Wednesday and Friday. Cost is \$35 per month, plus \$25 registration fee. Phone 981-0286. The church is located in Canton Township.

ST. DUNSTAN SCHOOL — in Garden City is accepting registrations for

the 1991-92 school year grades kindergarten through eighth. Phone 425-4380.

KIRK OF OUR SAVIOR CHURCH — has craft tables available for its Nov. 2 show. Phone 422-6505 or 721-3875 for more information.

RAILROADIANA — will be presented by SS Simon and Jude Ushers Club from noon until 4 p.m. Sept. 22 at the church hall located at 32500 Palmer Road in Westland, one mile west of Merriman Road and one mile north of Michigan Avenue. There will be trains and toys to buy and swap. Admission is \$2 per person, \$4 per family. More information is available at 595-8327.

NEW HOPE MISSIONARY BAPTIST CHURCH — will celebrate the second Homecoming beginning with Sunday School at 9:30 a.m. Sept. 22. Worship Service is scheduled for 11 a.m., followed by dinner. The public is welcome. Information is available at 728-2180. The church is located at 5403 South Wayne Road in Wayne.

GREAT FAITH MINISTRIES — hosts Prayer Day '91 on Friday, Aug. 30 from 8 a.m. to 8 p.m.. For more information, phone 274-5430.

LINCOLN UNITED METHODIST CHURCH PICNIC — the youth group of the church is planning a picnic on Sunday, Aug. 25 at noon following Sunday School. All members of the church are invited to attend. Please bring a dish to pass and own table service. Activities are planned.

CITY OF ROMULUS NOTICE TO ELECTORS

NOTICE IS HEREBY GIVEN, pursuant to MCL Section 168.539 and Section 168.644 (f), the City of Romulus Odd Year Primary Election SHALL NOT be held as contemplated.

Candidates who filed for nomination to the Office of Mayor, Clerk, Treasurer and City Council did not exceed twice the number to be elected to that office, therefore, those candidates are deemed nominated and shall be placed on the November General Election Ballot.

Linda R. Choate, Clerk
City of Romulus

Publish: August 22, 1991
August 30, 1991

CITY OF ROMULUS

NOTICE OF PUBLIC HEARING ON INCREASING PROPERTY TAXES

The Romulus Board of Education of the Romulus Community Schools will hold a public hearing on a proposed increase of 1.76 mills in the operating tax millage rate to be levied in 1991.

The hearing will be held on Monday, August 26, 1991 at 7:30 o'clock in the p.m. at 36540 Grant Road.

If adopted, the proposed additional millage will increase operating revenues from ad valorem property taxes 3.8% over such revenues generated by levies permitted without holding a hearing.

The taxing unit publishing this notice, and identified below, has complete authority to establish the number of mills to be levies from within its authorized millage rate.

This notice is published by:

Romulus Community Schools
36540 Grant Road
Romulus, Michigan 48174
(313) 941-1600

Publish: August 22, 1991

reflectors, one at each side.

Same; Lamps and reflectors; large trucks.

(2) A truck 80 inches or more in overall width shall be equipped as follows:

(a) On the front, there shall be not less than two headlamps, an equal number on each side; two turn signals, one on each side; two clearance lamps, one on each side; three identification lamps, mounted on the vertical centerline of the vehicle or the vertical centerline of the cab where different from the centerline of the vehicle, except that, where the cab is not more than 42 inches wide at the front roofline, a single lamp at the center of the cab shall be deemed to comply with the requirements for identification lamps. No part of the identification lamps or their mounts shall extend below the top of the vehicle windshield.

(b) On the rear, there shall be two tail lamps, one on each side; two stop lamps, one on each side; two turn signals, one on each side; two clearance lamps, one on each side; two reflectors, one on each side; three identification lamps mounted on the vertical centerline of the vehicle. However, the identification lamps need not be lighted if obscured by a vehicle towed by the truck.

(c) On each side, there shall be one side-marker lamp at or near the front; one side-marker lamp at or near the rear; one reflector at or near the front; and one reflector at or near the rear.

Same; Lamps and reflectors; truck tractors.

(3) A truck tractor shall be equipped as follows:

(a) On the front, there shall be not less than two headlamps, an equal number on each side; two turn signals, one on each side; two clearance lamps, one on each side; three identification lamps, mounted on the vertical centerline of the vehicle or the vertical centerline of the cab where different from the centerline of the vehicle, except that, where the cab is not more than 42 inches wide at the front roofline, a single lamp at the center of the cab shall be deemed to comply with the requirement for identification lamps. No part of the identification lamps or their mounts shall extend below the top of the vehicle windshield.

(b) On the rear there shall be one tail lamp; one stop lamp; two reflectors, one on each side; and, unless the turn signals on the front are so constructed (e.g. double faced) and located as to be visible to passing drivers, two turn signals on the rear of the cab, one on each side.

Same; Lamps and reflectors; large semi-trailers and full trailers.

(4a) A semitrailer or full trailer 80 inches or more in overall width, except converter dollies, shall be equipped as follows:

(i) On the front, there shall be two clearance lamps, one on each side.

(ii) On the rear, there shall be two tail lamps, one on each side; two stop lamps, one on each side; two turn signals, one on each side; two clearance lamps, one on each side; two reflectors, one on each side; and three identification lamps mounted on the vertical centerline of the vehicle. However, the identification lamps need not be lighted if obscured by another vehicle in the same combination.

(iii) On each side, there shall be one side-marker lamp on or near the front; one side-marker lamp on or near the rear; one reflector on or near the front; one reflector on or near the rear; and, in the case of semitrailers and full trailers 30 feet or more in length, at least one additional side-marker lamp at optional height and at least one additional reflector, the additional side-marker lamp or lamps, and reflector or reflectors, to be at or near the center, or at approximately uniform spacing in the length of the vehicle.

(b) A converter dolly is a vehicle with a fifth wheel lower half or equivalent mechanism, the attachment of which vehicle converts a semitrailer to a full trailer. Each dolly, when towed singly by another vehicle, and not as part of a full trailer, shall be equipped with one stop lamp, one tail lamp, and two reflectors on the rear. Lighting devices or reflectors are not required on the front or sides of a dolly.

Same; Lamps and reflectors; small semitrailers and full trailers.

(5) A semitrailer or full trailer less than 80 inches in overall width shall be equipped so as to have, on the rear, two tail lamps, one on each side; two turn signals, one on each side; two reflectors, one on each side; and two stop lamps, one on each side.

Same; Lamps and reflectors; pole trailers.

Continued on page A-5 • Rm • X

CITY OF ROMULUS REQUEST TO RECEIVE BIDS FOR BID #91-21 1:1 EVIDENCE CAMERA

Sealed proposals for the above mentioned contract will be received in the office of the City Clerk, 11111 Wayne Road, Romulus, Michigan until 2:00 p.m., September 05, 1991. At that time said proposals will be publicly opened and read.

(1) Bid forms and specifications may be obtained from Lynn A. Conway, Finance Coordinator, 11111 Wayne Road, Romulus, MI or by calling (313) 942-7564. All bids must be submitted in an envelope clearly endorsed with the Bid Number and Item before being returned to the City Clerk's Office.

(2) The right is reserved to reject any and all bids and proposals and to waive technicalities. A bid guarantee in the amount of five (5%) percent of the bid will be required.

Publish: August 22, 1991

CITY OF ROMULUS REQUEST TO RECEIVE BIDS FOR BID # 91-22 1991 COMPUTER ACQUISITIONS

Sealed proposals for the above mentioned contract will be received in the office of the City Clerk, 11111 Wayne Road, Romulus, Michigan until 2:00 p.m., September 5, 1991. At that time said proposals will be publicly opened and read.

(1) Bid forms and specifications may be obtained from Lynn A. Conway, Finance Coordinator, 11111 Wayne Road, Romulus, MI or by calling (313) 942-7564. All bids must be submitted in an envelope clearly endorsed with the Bid Number and Item before being returned to the City Clerk's Office.

(2) The right is reserved to reject any and all bids and proposals and to waive technicalities. A bid guarantee in the amount of five (5%) percent of the bid will be required.

Publish: August 22, 1991

NOTICE OF HEARING CITY OF ROMULUS COUNTY OF WAYNE, MICHIGAN ON THE APPROVAL OF TAX INCREMENT FINANCING PLAN AND DEVELOPMENT PLANS

TO ALL INTERESTED PERSONS IN THE CITY OF ROMULUS:
TAKE NOTICE that the City Council of the City of Romulus, Michigan will hold a public hearing on the 26th. day August, 1991 at 7:00 P.M. Eastern Daylight Savings Time to consider a request for TIFA Development District for Airlines Parking Site at Merriman and I-94 Expressway. The hearing will be held in the City Hall Council Chambers, located at 11111 Wayne Road, Romulus, Wayne County, Michigan to consider the adoption of an ordinance amending a Tax Increment Financing Plan and Development Plans pursuant to Act 450, Public Acts of Michigan, 1980, for the Tax Increment Financing District relating to the Airline Parking Development Area Projects.

DISTRICT BOUNDARIES

The boundary of the TIFA Development Area in Romulus includes land in the SE 1/4 and the SW 1/4 of Section 11, T3S R9E City of Romulus, Wayne County, Michigan, which is described as follows:

Land in the City of Romulus, Wayne County, Michigan generally described as:

Legal Description of the Development Area

Commencing at the W 1/4 corner of Section 11, T3S, R9 City of Romulus, Wayne County, Michigan, and proceeding thence along the E-W 1/4 line of said section to the easterly right-of-way line of Merriman Road to the point of beginning; thence north along said easterly right-of-way line to the north right-of-way line of Smith Road; thence east along said north right-of-way line to the east right-of-way line of Brandt Avenue; thence south along the said east right-of-way line approximately 1270 feet to the end of said right-of-way line, thence west along the south right-of-way line of Brandt Avenue to the N-S 1/4 line of Said Section 11; thence south along said N-S 1/4 line to the northerly right-of-way line of I-94 (Detroit Industrial Expressway); thence westerly along said northerly right-of-way line approximately 1770 feet; thence west across the Merriman Road right-of-way to the westerly right-of-way line of Merriman Road; thence northwesterly along said westerly right-of-way line approximately 800 feet; thence west approximately 210 feet to the east right-of-way line of Wickham Road; thence north along said east right-of-way line approximately 140 feet to the south right-of-way line of the Wickham-Merriman Road intersection; thence east approximately 300 feet to the east right-of-way line of Merriman Road; thence northerly along said east right-of-way line approximately 760 feet to the point of beginning.

Linda R. Choate, CMC, Clerk
City of Romulus, Michigan

Publish: August 1, 1991
August 22, 1991



To get Brazil nuts out of their shells unbroken, freeze them until the shells crack.

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(6) Every pole trailer shall be equipped as follows:

(a) On the rear, there shall be two tail lamps, one on each side; two stop lamps, one on each side; two turn signals, one on each side; two reflectors, one on each side, placed to indicate the extreme width of the pole trailer; three identification lamps mounted on the vertical centerline of the pole trailer or, in lieu thereof, mounted on the vertical centerline of the rear of the cab of the truck tractor drawing the pole trailer and higher than the load being transported.

(b) On the rear of vehicles with projecting loads, lamps shall be placed pursuant to Subsection (8).

(c) On each side, there shall be one amber side-marker lamp at or near the front of the load; one amber reflector at or near the front of the load; on the rearmost support for the load, one combination marker lamp, showing amber to the front and red to the rear and side, mounted to indicate maximum width of the pole trailer; and on the rearmost support for the load, one red reflector.

Same; Lamps and reflectors; combination in driveway-towaway operations.

(7) Combinations of motor vehicles engaged in driveway-towaway operations shall be equipped as follows:

(a) On the towing vehicle:

(i) There shall be, on the front, not less than two headlamps, an equal number on each side; two turn signals and two clearance lamps, one on each side.

(ii) there shall be, on the rear, one tail lamp and one stop lamp.

(b) On the towed vehicle of a tow-bar combination, the towed vehicle of a single saddle-mount combination and on the rearmost towed vehicle of a double or triple saddle-mount combination, or on a vehicle full-mounted on a saddle mount:

(i) There shall be, on each side and near the rear, one side-marker lamp.

(ii) There shall be, on the rear, one tail lamp; one stop lamp; two turn signals; two clearance lamps; two reflectors, one on each side; and, if any vehicle in the combination is 80 inches or more in overall width, three identification lamps.

(c) On the first saddle-mounted vehicle of a double saddle-mount combination, and on the first and second saddle-mounted vehicles of a triple saddle-mount combination, there shall be, on each side and near the rear, one side-marker lamp.

Same; Lamps on vehicles with projecting loads.

(8) A vehicle transporting a load which extends beyond the width, or having projections beyond the rear, of the vehicle shall be equipped with the following lamps in addition to other required lamps:

(a) For loads projecting beyond the sides of the vehicles:

(i) The foremost edge of the projecting load at its outermost extremity shall be marked with an amber lamp visible from the front and side.

(ii) The rearmost edge of the projecting load at its outermost extremity shall be marked with a red lamp visible from the rear and side.

(iii) If any portion of the projecting load extends beyond both the foremost and rearmost edge, it shall be marked with an amber lamp visible from the front, side, and rear.

(iv) If the projecting load does not measure over three feet from front to rear, it shall be marked with an amber lamp visible from the front, side, and rear; but if the projection is located at or near the rear, it shall be marked by a red lamp visible from the front, side, and rear.

(b) Vehicles transporting loads which extend over four feet beyond the rear of the vehicle, or which have tailboards or tailgates extending over four feet beyond the body, shall have these projections marked as follows:

(i) On each side of the projecting load, one red lamp visible from the side, located so as to indicate maximum overhang.

(ii) On the rear of the projecting load, two red lamps, visible from the rear, one on each side, and two red reflectors visible from the rear, one on each side, located so as to indicate maximum width.

35-932 Requirements for turn signaling systems.

Section 932: Every vehicle shall be equipped with a signaling system that, in addition to signaling turning movement, shall have switch or combination of switches that cause the two front turn signals and the two rear turn signals to flash simultaneously as a vehicular traffic hazard warning required by Section 972(1). The system shall be capable of flashing simultaneously with the ignition of the vehicle turned on or off.

35-933 Clearance lamps to indicate extreme width and height.

Section 933: Clearance lamps shall be mounted so as to indicate the extreme width of the motor vehicle, not including mirrors, and as near the top thereof as practicable. However, when rear identification lamps are mounted at the extreme height of the vehicle, rear clearance lamps may be mounted at optional height. Also, when the mounting of front clearance lamps at the highest point of a trailer results in such lamps failing to mark the extreme width of the trailer, the lamps may be mounted at optional height, but must indicate the extreme width of the trailer. Clearance lamps on truck tractors shall be so located as to indicate the extreme width of the truck tractor cab.

35-934 Combination of lighting devices and reflectors.

Section 934(1)(a) Except as provided in subrules (b) to (d) of this Section, two or more lighting devices and reflectors, whether or not required by the rules in this part, may be combined optically if each required lighting device and reflector conforms to the applicable rules in this part; and neither the mounting nor the use of a non-required lighting device or reflector impairs the effectiveness of a required lighting device or reflector or causes that device or reflector to be inconsistent with the applicable Section in this part.

(b) A turn signal lamp shall not be combined optically with either a headlamp or other lighting device, or combination of lighting devices, that produces a greater intensity of light than the turn signal lamp.

(c) A turn signal lamp shall not be combined optically with a stop lamp, unless the stop lamp function is always deactivated when the turn signal function is activated.

(d) A clearance lamp shall not be combined optically with a tail lamp or identification lamp.

Same; Lighting devices to be electric.

(2) Lighting devices shall be electric, except that red, liquid-burning lanterns may be used on the end of leads such as poles, pipes, and ladders projecting to the rear of the vehicle.

35-935 Requirements for headlamps and auxiliary road lighting lamps.

Section 935 (1) Headlamps and auxiliary road lighting lamps shall be mounted so that the beams are readily adjustable, both vertically and horizontally; and the mounting shall be such that the aim is not readily disturbed by ordinary conditions of service.

(2) A truck and truck tractor shall be equipped with a headlighting system composed of not less than two headlamps, not including fog or other auxiliary lamps, with an equal number on each side of the vehicle. The headlighting system shall provide an upper and lower distribution of light, selectable at the driver's will.

(3) For the purpose of this rule, fog, adverse weather, and auxiliary road lighting lamps, when installed are considered to be a part of the headlighting system. Such lamps may be used in lieu of headlamps, under condition, making their use advisable, if there is at least one such lamp conforming to the appropriate SAE standard for such lamps on each side of the vehicle.

(4) Headlamps shall be constructed and installed so as to provide adequate and reliable illumination, and shall conform to the appropriate specification set forth in the SAE standards for "Electric Head Lamps for Motor Vehicles" or "Sealed-Beam Head Lamp Units for Motor Vehicles."

35-936 Requirements for lamps other than headlamps.

Section 936 (1) All lamps shall be permanently and securely mounted in a workmanlike manner on a permanent part of the vehicle, except that temporary lamps on motor vehicles being transported in driveway-towaway operations and temporary electric lamps on projecting loads need not be permanently mounted on a permanent part of the vehicle. The requirement for three identification lamps on the centerline of a vehicle is met as to location by one lamp on the centerline, with the other two at right and left. All temporary lamps shall be firmly attached.

(2) All required exterior lamps shall be so mounted as to be capable of being seen at all distances between 50 feet and 500 feet under clear atmospheric conditions during the time lamps are required to be lighted.

The light from front clearance lamps and front identification lamps shall be visible to the front; the light from side-marker lamps shall be visible to the side; the light from rear clearance, rear identification, and tail lamps shall be visible to the rear, and the light from projecting load-marker lamps shall be visible from those directions required by Section 35-931(8). This Subsection shall not be construed to apply to lamps on one unit which are obscured by another unit of a combination of vehicles.

(3) All required lamps, except lamps already installed on vehicles tendered for transportation in driveway-towaway operations, shall be marked with the manufacturer's or supplier's name or trade name and shall be marked with the particular SAE designation that is proper for the use to which the lamp is being put on the vehicle.

(4) The color of exterior lighting devices, not otherwise specified in these rules, shall be as follows:

(a) Front clearance and identification lamps and side-marker lamps, except those at or near the rear, shall, when lighted, display an amber color.

(b) A lighted red lamp of any character shall not be displayed at any place other than on the rear or on the sides near the rear, except that this prohibition does not apply to lamps on projecting loads, as specified in Section 35-931(8), or to rear-facing lenses of turn signals.

(c) Rear clearance and identification lamps, the side-marker lamps at or near the rear, and any other lamps mounted on the rear or on the sides near the rear, shall, when lighted, display a red color, except as specified by Section 35-931(6) and Section 35-935(8) and as permitted by subdivisions (d) to (f) of this Subsection.

(d) The stop lamp or lamps, and the turn signals on or facing the rear of a vehicle, shall be red, yellow, amber, or any shade of color between red and yellow. The turn signals facing the front of a motor vehicle shall be white, amber, or any shade of color between white and amber.

(e) The back-up lamp or lamps, showing white to amber to the rear, may be mounted on the rear of any vehicle if such lamp or lamps can be lighted only when the vehicle is in reverse gear or when a pilot lamp readily visible to the driver is burning to indicate that such back-up lamp or lamps are lighted.

(f) White lamps may be used for the purpose of illuminating license plates on vehicle.

(g) This rule shall not be so construed as to prohibit the use of vehicles in combination if such vehicles are separately lighted as required by Section 35-931.

(h) Whenever reference is made in these rules to the colors red, amber, or white, such colors shall be as prescribed in the SAE standard "Color Specification for Electric Lamps."

(5) Exterior lighting devices shall be of the steady-burning type, except turn signals on a vehicle, stop lamps when used as turn signals, and warning lamps on emergency and service vehicles authorized by state or local authorities. However, lamps combined into the same shell or housing with a turn signal may be turned off by the same switch that turns the signal on for flashing, and may be turned on again when the turn signal, as such, is turned off. This requirement shall not be construed to prohibit the use of turn signals to give vehicular traffic hazard warning signals as required by Section 972.

(6) Stop lamps on a motor vehicle, or combination of vehicles, shall be actuated upon application of any of the service brakes. However, such actuation is not required upon activation of the emergency feature of trailer brakes by means of either manual or automatic control on the towing vehicle. Also, stop lamps on a towing vehicle need not be actuated when service brakes are applied to the towed vehicle or vehicles only; and a stop lamp need not be actuated as such when it is used as a turn signal or when it is turned off by the turn signal switch as provided in Subsection (5) of this Section.

35-937 Requirements for reflectors.

Section 937. (1) Required reflectors shall be mounted upon the vehicle at a height not less than 15 inches nor more than 60 inches above the ground on which the vehicle stands, except the reflectors shall be mounted as high as practicable on vehicles which are so constructed as to make compliance with the 15-inch requirement impractical. The reflectors shall be so installed as to perform their function adequately and reliably and, except for temporary reflectors required for vehicles in driveway-towaway operations or required on projecting loads, all reflectors shall be permanently and securely mounted in a workmanlike manner so as to provide the maximum of stability and the minimum likelihood of damage. Required reflectors, otherwise properly mounted, may be securely installed on flexible strapping or belting if, under conditions of normal operation, they reflect light in the required directions. Required temporary reflectors mounted on vehicles during the time they are in transit in any driveway-towaway operation shall be firmly attached.

(2) Required reflectors, except those already installed on vehicles tendered for transportation in driveway-towaway operations, shall conform to the requirements for class A reflectors in the SAE recommended practice or SAE standard "Reflex Reflectors" and be marked with the particular SAE designation that is proper for Class A reflectors.

(3) Reflectors on the rear and those reflectors nearest to the rear on the sides, except those referred to in subsection (4) of this section, shall reflect a red color. All other reflectors, except those referred to in subrule (4) of this rule, shall reflect an amber color. However, this requirement shall not be construed to prohibit the use of vehicles in combination if such vehicles are separately equipped with reflectors as required by Section 35-931 (1) to (7). Wherever reference is made to the colors red or amber for reflectors, such colors shall correspond to the requirements in the SAE standard "Color Specification for Electric Lamps."

(4) Retro-reflective surfaces other than required reflectors may be used if:

(a) Designs do not resemble traffic control signs, lights, or devices, except that straight edge striping resembling a barricade pattern may be used.

(b) Designs do not tend to distort the length or width, or both, of the vehicle.

(c) Such surfaces shall be not less than three inches from any required lamp or reflector, unless of the same color as the lamp or reflector.

(d) A red color shall not be used on the front of any vehicle, except for display of marking or placards required by 49 CFR Section 177.812.

(e) Retro-reflective license plates required by state or local authorities may be used.

PART II - ELECTRICAL

35-938 Wiring specifications

(1) Wiring for both low tension and high tension circuits shall be constructed and installed so as to function reliably and adequately and shall conform to the appropriate requirements in the SAE standard for insulated cable or be wiring which is mechanically and electrically at least equal to such cable. Required lamps shall be connected to the source of power with stranded wire. The source of power and the electrical wiring shall be of such size and characteristics that required lamps shall, when lighted, be capable of being seen not less than 500 feet under clear atmospheric conditions during the time lamps are required to be lighted. This Section shall not be so construed as to prohibit the use of the frame or other metal parts of a vehicle as a return ground system, provided that, for truck tractor-semitrailer combinations, the truck tractor is electrically bonded to the semitrailer.

Same; Wiring to be protected.

(2) Wiring shall, when possible, be grouped together and protected by nonmetallic tape, braid, or other covering capable of withstanding severe abrasion, or shall be protected by being enclosed in a metallic sheath or tube. Wiring shall be properly supported. Wiring shall not be so located as to be likely to be charred, overheated, or enmeshed in moving parts. Insofar as is practicable, wiring shall not be adjacent to any part of the fuel system. The edges of all holes in metal through which the wiring passes, unless the wiring is metal-covered, shall be rolled or brushed with a grommet of rubber or other suitable material.

Same; Grounds

(3) The battery ground and trailer return ground connections on a grounded system shall be readily accessible. The contact surfaces of electrical connections shall be clean and free of oxide, paint, or other nonconductive coating.

Same; Battery installation.

(4) Every storage battery on every vehicle, unless located in the engine

compartment, shall be covered by a fixed part of the vehicle or protected by a removable cover or enclosure. Removable covers or enclosures shall be substantial and shall be securely latched or fastened. The storage battery compartment and adjacent metal parts, which might corrode by reason of battery leakage, shall be painted or coated with an acid-resisting paint or coating and shall have openings to provide ample battery ventilation and drainage. Wherever the cable to the starting motor passes through a metal compartment, the cable shall be protected against grounding by an acid and waterproof insulating bushing. Wherever a battery and a fuel tank are both placed under the driver's seat, they shall be partitioned from each other; and each compartment shall be provided with an independent cover, ventilation, and drainage.

Same; Overload protective devices.

(5) The current to all low tension circuits shall not pass through overload protective devices, except that this requirement is not applicable to battery-to-starting motor or battery-to-generator circuits, ignition and engine control circuits, horn circuits, electrically operated fuel pump circuits, or electric brake circuits. Protective devices for electric circuits on every vehicle, the date of manufacture of which is subsequent to June 30, 1953, except motor vehicles being transported in driveway-towaway operations, shall be arranged so that either the headlamp circuit or circuits shall not be affected by a short circuit in any of the other lighting circuits on the motor vehicle; or, if the headlamp circuit is protected in common with other electrical circuits, the protection device shall be an automatic reset overload circuit breaker.

Same; Detachable electrical connections.

(6) Electrical wiring between towing and towed vehicles shall be contained in a cable or cables or entirely within another substantially constructed protective device. All such electrical wiring shall be mechanically and electrically adequate and shall be free of short or open circuits. Suitable provision shall be made in every such detachable connection to afford reasonable assurance against connection in an incorrect manner or accidental disconnection. Detachable connections made by twisting together wires from the towed and towing units are prohibited. Precaution shall be taken to provide sufficient slack in the connecting wire or cable to accommodate, without damage, all normal motions of the parts to which they are attached.

Same; Wiring, installation.

(7) Electrical wiring shall be systematically arranged and installed in a workmanlike manner. All detachable wiring, except temporary wiring connections for driveway-towaway operations, shall be attached to posts or terminals by means of suitable cable terminals which conform to the SAE standard for cable terminals or by cable terminals which are mechanically and electrically at least equal to such terminals. The number of wires attached to any post shall be limited to the number which such post was designed to accommodate. The presence of bare, loose, dangling, chafing, or poorly connected wires is prohibited.

PART III - FUEL SYSTEMS

35-939 Fuel systems generally

Section 939. (1) This Section applies to systems for containing and supplying fuel for the operation of vehicles or for the operation of auxiliary equipment installed on, or used in connection with, motor vehicles.

(2) A fuel system shall be located on the vehicle so that:

(a) No part of the system extends beyond the widest part of the vehicle.

(b) No part of a fuel tank is forward of the front axle of a power unit.

(c) Fuel spilled vertically from a fuel tank while it is being filled does not contact any part of the exhaust or electrical systems of the vehicle, except the fuel level indicator assembly.

(d) Fill pipe openings are located outside the vehicle's passenger compartment and its cargo compartment.

(e) A fuel line does not extend between a towed vehicle and the vehicle that is towing it while the combination of vehicles is in motion.

(3) A fuel tank shall be securely attached to the vehicle in a workmanlike manner.

(4) A fuel system shall not supply fuel by gravity or siphon feed directly to the carburetor or injector.

(5) If a fuel system includes a selection control valve which is operable by the driver to regulate the flow of fuel from two or more fuel tanks, the valve shall be installed so that either of the following conditions exists:

(a) The driver may operate it while watching the roadway and without leaving his or her driving position.

(b) The driver shall stop the vehicle and leave his or her seat in order to operate the valve.

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than 25 gallons of fuel shall permit filling the tank with fuel at a rate of not less than 20 gallons per minute without fuel spillage. Each fill pipe shall be fitted with a cap that can be fastened securely over the opening in the fill pipe. Screw threads or a bayonet-type joint are methods of conforming to the requirements of this subdivision.

(g) A liquid fuel tank with a capacity of more than 25 gallons of fuel shall have a venting system which, in the event the tank is subjected to fire, prevents internal tank pressure from rupturing the tank's body, seams, or bottom opening, if any.

(h) The body and fittings of a liquid fuel tank with a capacity of more than 25 gallons of fuel shall be capable of withstanding an internal hydrostatic pressure equal to 150% of the maximum internal pressure reached in the tank during the safety venting systems test specified in Subsection (5) of this Section.

(i) A fuel tank shall be equipped with a non-spill air vent, such as a ball check. The air vent may be combined with the fill-pipe cap or safety vent, or it may be a separate unit installed on the fuel tank.

(j) If the body of a fuel tank is readily visible when the tank is installed on the vehicle, the tank shall be plainly marked with its liquid capacity. The tank shall also be plainly marked with a warning against filling it to more than 95% of its liquid capacity.

(k) A liquid fuel tank manufactured on or after January 1, 1973, shall be designed and constructed so that the tank cannot be filled, in a normal filling operation, with a quantity of fuel that exceeds 95% of the tank's liquid capacity and so that, when the tank is filled, normal expansion of the fuel does not cause fuel spillage.

(4) A liquid fuel tank shall be capable of passing the tests specified in Subsections (5) and (6) of this Subsection.

(5) The procedure and required performance for the safety venting system test are specified by this Subsection. Fill the tank 3/4 full with fuel, seal the fuel feed outlet, and invert the tank. When the fuel temperature is between 50 degrees Fahrenheit and 80 degrees Fahrenheit, apply an enveloping flame to the tank so that the temperature of the fuel rises at a rate of not less than six degrees Fahrenheit and not more than eight degrees Fahrenheit per minute. The safety venting system required by subrule (3)(g) of this rule shall activate before the internal pressure in the tank exceeds 50 pounds per square inch, gauged pressure, and the internal pressure shall not thereafter exceed the pressure at which the system activated by more than five pounds per square inch despite any further increase in the temperature of the fuel.

(6) The procedure and required performance for the leakage test are specified by this Subsection. Fill the tank to capacity with fuel having a temperature between 50 degrees Fahrenheit and 80 degrees Fahrenheit. With the fill-pipe cap installed, turn the tank through an angle of 150 degrees in any direction about any axis from its normal position. The tank or any fitting shall not leak more than a total of one ounce by weight of fuel per minute in any position the tank assumes during the test.

(7) Each side-mounted liquid fuel tank shall be capable of passing the tests specified in Subsections (8) and (9) of this Section as well as the tests specified in Subsections (5) and (6) of this Section.

(8) The procedure and required performance for the drop test are specified in this Subsection. Fill the tank with a quantity of water having a weight equal to the weight of the maximum fuel load of the tank and drop the tank 30 feet onto an unyielding surface so that it lands squarely on one corner. The tank or any fitting shall not leak more than a total of one ounce by weight of water per minute.

(9) The procedure and required performance for the fill-pipe test are specified in this Subsection. Fill the tank with a quantity of water having a weight equal to the weight of the maximum fuel load of the tank and drop the tank ten feet onto an unyielding surface so that it lands squarely on its fill-pipe. The tank or any fitting shall not leak more than a total of one ounce by weight of water per minute.

(10) A liquid fuel tank shall be legibly and permanently marked with the month and year of its manufacture and with a certificate that it conforms to the provisions in this rule applicable to the tank. The certificate for a liquid fuel tank manufactured on or after July 1, 1973, shall be in the form set forth in either subdivision (a) or (b) below:

(a) If a tank conforms to all provisions in this Section pertaining to side-mounted fuel tanks, the certificate shall read: "Meets all FHWA side-mounted tank requirements."

(b) If a tank conforms to all provisions in this rule pertaining to tanks which are not side-mounted fuel tanks, the certificate shall read: "Meets all FHWA requirements for non-side-mounted fuel tanks." The form of certificate specified in subdivisions (a) and (b) of this Subsection may be used on a liquid fuel tank manufactured before July 1, 1973, but it is not mandatory for liquid fuel tanks manufactured before that date.

34-941 Liquefied petroleum gas systems.

Section 941 (1) A fuel system that used liquefied petroleum gas as a fuel for the operation of a motor vehicle or for the operation of auxiliary equipment installed on, or used in connection with, a motor vehicle shall conform to the "Standards for the Storage and Handling of Liquefied Petroleum Gases" of the National Fire Protection Association, 470 Atlantic Avenue, Boston, Massachusetts, 02210, as follows:

(a) A fuel system installed before December 31, 1962, shall conform to the 1951 edition of the standards.

(b) A fuel system installed on or after December 31, 1962, and before January 1, 1973, shall conform to division IV of the June, 1959, edition of the standards.

(c) A fuel system installed on or after January 1, 1973, and providing fuel for propulsion of the motor vehicle shall conform to division IV of the 1969 edition of the standards.

(d) A fuel system installed on or after January 1, 1973, and providing fuel for the operation of auxiliary equipment shall conform to division VII of the 1969 edition of the standards.

(e) A fuel system installed on or after the effective date of these Sections and providing fuel for the operation of auxiliary equipment shall conform to the 1974 edition of the standards.

(2) When the provisions in this Section require a fuel system to conform to a specific edition of the standards, the fuel system may conform to the applicable provisions in a later edition of the standards specified in this Section.

(3) The tank of a fuel system shall be marked to indicate that the system conforms to the standards.

PART IV - BRAKES

35-942 Required brake systems.

Section 943.(1) A truck, truck tractor, or a combination of vehicles shall have brakes adequate to control the movement of, and to stop and hold, the vehicle or combination of vehicles.

(2) A truck, truck tractor, or combination of vehicles shall have both of the following:

(a) A service brake system that conforms to the requirements of Section 952.

(b) A parking brake system that conforms to the requirements of Section 943.

(3) A truck, truck tractor, or combination of vehicles manufactured on or after July 1, 1973, shall have an emergency brake system that conforms to the requirements of Section 952(2) and consists of either emergency features of the service brake system or system separate from the service brake system. A control by which the driver applies the emergency system shall be located so that the driver can readily operate it when he is properly restrained by a seat belt assembly provided for his use. The control for applying the emergency brake system may be combined with either the control for applying the service brake system or the control for applying the parking brake system. However, all three controls may not be combined.

(4) If the brake systems specified in Subsections (2) and (3) of this Section are interconnected in any way, they must be designed, constructed, and maintained so that, upon the failure of any part of the operating mechanism of one or more of the systems, except the service brake actuation pedal or valve, the vehicle has operative brakes and, in the case of a vehicle manufactured on or after July 1, 1973, the vehicle has operative brakes capable of performing as specified in Section 952(2).

(5) A motor vehicle to which the emergency brake system requirements of motor vehicle safety standard No. 105, being 49 CFR Section 571.105,

applied at the time of its manufacture, conforms to the requirements of Subsection (4) of this Section if it is maintained in conformity with the emergency brake requirements of standard No. 105 in effect on the date of its manufacture, and if it is capable of performing as specified in Section 952(2), except upon structural failure of its brake master cylinder body or effectiveness indicator body.

35-943 Parking brake systems

Section 943. (1) A singly driven motor vehicle, a well as a combination of vehicles, shall at all times be equipped with a parking brake system adequate to hold the vehicle or combination on any grade on which it is operated under any conditions of loading on a surface free from ice or snow.

(2) The parking brake system shall at all times be capable of being applied in conformance with the requirements of Subsection (1) of this Section by either the driver's muscular effort, or by spring action, or by other energy. However, if such other energy is depended on for application of the parking brake, then an accumulation of such energy shall be isolated from any common source and used exclusively for the operation of the parking brake.

(3) The parking brake system shall be held in the applied position by energy other than fluid pressure, air pressure, or electric energy. The parking brake system shall be such that it cannot be released unless adequate energy is available upon release of the parking brake to make immediate further application with the required effectiveness.

35-944 Brakes required on all wheels.

Section 944 A vehicle shall be equipped with brakes acting on all wheels. This requirement does not apply to:

(a) A full trailer, semitrailer, or pole trailer of a gross weight not exceeding 3,000 pounds if the gross weight of any such full trailer or pole trailer, no part of the load of which rests upon the towing vehicle, does not exceed 40% of the gross weight of the towing vehicle, and if the gross weight of the towing vehicle and the gross weight of any such semitrailer or pole trailer, part of the load of which rests upon the towing vehicle, does not exceed 40% of the gross weight of the towing vehicle when connected to such semitrailer or pole trailer.

(b) A vehicle being towed in a driveaway-towaway operation, if the combination of vehicles is capable of complying with the performance requirements of Section 952. Only such brakes on the vehicle or vehicles being towed in driveaway-towaway operations need be operative as may be necessary to insure compliance with the performance requirements of Section 952. This subdivision is not applicable to a motor vehicle towed by means of a tow-bar when any vehicle is full-mounted on such motor vehicle or any combination of motor vehicles utilizing three saddle-mounts.

(c) Trucks and truck tractors having three or more axles. Such trucks need not have brakes on the front wheels. When such vehicles are equipped with not less than two steerable axles, the wheels of one such axle need not be equipped with brakes.

35-945 Breakaway and emergency braking.

Section 945 (1) A motor vehicle, if used to tow a trailer equipped with brakes, shall be equipped with means for providing that, in case of breakaway of such trailer, the service brakes on the towing vehicle are sufficiently operative to stop the towing vehicle.

(2) A truck or tractor equipped with air brakes, when used for towing other vehicles equipped with air brakes, shall be equipped with two means of activating the emergency features of the trailer brakes. One of these means shall operate automatically in the event of reduction of the towing vehicle air supply to a fixed pressure, which shall not be less than 20 pounds per square inch nor more than 45 pounds per square inch. The other means shall be a manually controlled device readily operable by a person seated in the driving seat. Its emergency position or method of operation shall be clearly indicated. In no instance may the manual means be so arranged as to permit its use to prevent operation of the automatic means. The automatic and manual means required by this rule may be, but are not required to be, separate.

(3) A truck tractor and truck, when used for towing other vehicles equipped with vacuum brakes, shall have, in addition to the single control required by Section 949, a second manual control device which can be used to operate the brakes on the towed vehicles in emergencies. Such second control shall be independent of brake air, hydraulic, and other pressure, and independent of other controls, unless the braking system is so arranged that failure of the pressure on which the second control depends causes the towed vehicle brakes to be applied automatically. The second control is not required by this rule to provide modulated or graduated braking.

(4) A trailer required to be equipped with brakes shall be equipped with brakes of such character as to be applied automatically and promptly upon breakaway from the towing vehicle; and means shall be provided to maintain application of the brakes on the trailer, in such case, for not less than 15 minutes.

(5) Air brake systems installed on towed vehicles shall be so designed, by the use of "no-bleed-back" relay emergency valves or equivalent devices, that the supply reservoir used to provide air for brakes shall be safeguarded against backflow of air to the towing vehicle upon reduction of the towing vehicle air pressure.

(6) The requirements of subsections (2) to (4) of this section are not applicable to motor vehicles in driveaway-towaway operations.

35-946 Brake Tubing and hose.

Section 946(A). (1) Brake tubing and brake hose shall:

(a) Be designed and constructed in a manner that insures proper, adequate, and continued functioning of the tubing or hose.

(b) Be installed in a manner that insures proper and continued functioning of the tubing or hose.

(c) Be long and flexible enough to accommodate, without damage, all normal motions of the parts to which it is attached.

(d) Be suitably secured against chafing, kinking, or other mechanical damage.

(e) Be installed in a manner that prevents it from contacting the vehicle's exhaust system or any other source of high temperatures.

(f) Conform to the applicable requirements of subsections (2) to (4) of this section.

(2) Except as provided in subrule (4) of this rule, brake hose installed on a vehicle on or after October 1, 1973, shall conform to one of the following specifications:

(a) As to hydraulic brake hose, the society of automotive engineers standard J1401, 1981.

(b) As to air brake hose, the society of automotive engineers standard J1402b, 1980.

(c) As to vacuum brake hose, the society of automotive engineers standard J1403, June, 1968.

(3) Except as provided in subrule (4) of this rule, brake hose installed on a vehicle before October 1, 1973, shall conform to either of the following:

(a) The applicable specification set forth in subsection (2) of this section.

(b) The applicable specification in the SAE standard for automotive brake hoses published in the 1952 edition of the SAE handbook.

(4) Coiled nylon brake tubing may be used for connections between towed and towing vehicles, if such tubing complies with each of the following:

(a) The tubing conforms to the requirements for Type 3B nylon tubing set forth in society of automotive engineers standard J844c, "Air Brake Tubing and Pipe," December, 1970.

(b) The coiled tubing has a straight segment (pigtail) at each end that is not less than two inches in length and is encased in a spring guard or similar device which prevents the tubing from kinking at the fitting at which it is attached to the vehicle.

(c) The spring guard or similar device has not less than two inches of closed coils or similar surface at its interface with the fitting and extends not less than 1-1/2 inches into the coiled segment of the tubing from its straight segment.

Same; Brake tubing and hose connection.

Section 946(B). All connections for air, vacuum, or hydraulic braking systems shall:

(a) Be adequate in material and construction to insure proper continued functioning.

(b) Be designed, constructed, and installed so as to insure, when properly connected, an attachment free of leaks, constrictions, or other defects.

(c) Have suitable provision in every detachable connection to afford reasonable assurance against accidental disconnection.

(d) Have the vacuum brake engine manifold connection at least 3/8 inch in diameter.

35-947 Brake lining.

Section 947. The brake lining on every vehicle shall be so constructed and installed as not to be subject to excessive fading and grabbing, and shall be adequate in thickness, means of attachment, and physical characteristics to provide for safe and reliable stopping of the vehicle.

35-948 Brakes to be operational.

Section 948. (1) Except as provided in subsections (2) to (5) of this section, all brakes with which a vehicle is equipped shall at all times be capable of operating.

(2) A motor vehicle may be equipped with a device to reduce the braking effort upon its front wheels or, in the case of a three-axle truck or truck tractor manufactured before March 1, 1975, may be equipped with a device to remove the braking effort upon its front wheels, if that device conforms to, and is used in compliance with, subsections (3) or (4) of this section.

(3) A manually operated device to reduce or remove the front-wheel braking effort shall not be:

(a) Installed in a motor vehicle other than a truck or truck tractor.

(b) Installed and operable in a truck or truck tractor manufactured on or after March 1, 1975.

(c) Used, except when the vehicle is operating under adverse road conditions, such as wet, snowy, or icy roads.

(4) An automatic device to reduce the front wheel braking effort shall not:

(a) Be installed in a motor vehicle unless that vehicle is equipped with an air mechanical brake system or a hydraulic brake system utilizing compressed air.

(b) Be operable by the driver except upon application of the control that activates the braking system.

(c) Reduce the braking force when the air pressure that transmits brake control application forces exceeds the vehicle's air compressor cut-in pressure.

(5) Subsection (1) of this section does not apply to:

(a) A disabled vehicle being towed.

(b) A vehicle being towed in a driveaway-towaway operation which is exempt from the general provision of Section 944(b).

35-949 Single valve to operate all brakes.

Section 949. A motor vehicle, the date of manufacture of which is subsequent to June 30, 1953, which is equipped with power brakes, shall have the braking system so arranged that one application valve shall, when applied, operate all the service brakes on the motor vehicle or combination of vehicles. This requirement shall not be construed to prohibit motor vehicles from being equipped with an additional valve to be used to operate the brakes on a trailer or trailers. This rule shall not be applicable to driveaway-towaway operations unless the brakes on such operations are designed to be operated by a single valve.

35-950 Reservoirs required.

Section 943. (1) As provided in subsection (4) of this section, every truck and truck tractor made after June 30, 1953, and using air or vacuum for braking, shall be equipped with reserve capacity or a reservoir sufficient to insure a full service brake application with the engine stopped without depleting the air pressure or vacuum below 70% of that pressure or degree of vacuum indicated by the gauge immediately before the brake application is made. For purposes of this rule, a full service brake application is considered to be made when the service brake pedal is pushed to the limit of its travel.

(2) A truck and truck tractor, when equipped with air or vacuum reservoirs, and regardless of date of manufacture, shall have such reservoirs so safeguarded by a check valve or equivalent device that, in the event of failure or leakage

Continued from page A-5 • Rm • Y

braking system in which hydraulically activated service brakes are applied or assisted by compressed air or vacuum shall be equipped with both a warning signal that conforms to the requirements of subsection (2) of this section and a warning device that conforms to the requirements of either subsection (3) or (4) of this section.

(6) The warning signals, devices, and gauges required by this rule shall be maintained in operative condition.

(7) Subsections (3) to (5) of this rule do not apply to property-carrying vehicles and combinations of property-carrying vehicles which have less than three axles and either were manufactured before July 1, 1973, or have a manufacturer's gross vehicle weight rating of 10,000 pounds or less. 35-952 Brake performance.

Section 952. (1) Upon application of its service brakes, a motor vehicle or combination of vehicles shall, under any condition of loading in which it is found on a public highway, be capable of:

(a) Developing a braking force at least equal to the percentage of its gross weight specified in the table in subsection (4) of this section.

(b) Decelerating to a stop from 20 miles per hour at not less than the rate specified in the table in subsection (4) of this section.

(c) Stopping from 20 miles per hour in a distance, measured from the point at which movement of the service brake pedal or control begins, that is not greater than the distance specified in the table in subsection (4) of this section.

(2) Upon application of its emergency brake system and with no other brake system applied, a motor vehicle or combination of vehicles shall, under any condition of loading in which it is found on a public highway, be capable of stopping from 20 miles per hour in a distance, measured from the point at which movement of the emergency brake control begins, that is not greater than the distance specified in the table in subsection (4) of this section.

(3) Conformity to the stopping-distance requirements of subsection (1) and (2) of this section shall be determined under the following conditions:

(a) Any test shall be made with the vehicle on a hard surface that is substantially level, dry, smooth, and free of loose material.

(b) The vehicle shall be in the center of a 12-foot-wide lane when the test begins, and shall not deviate from that lane during the test.

(4) The vehicle brake performance table is as follows:

Type of motor vehicle	Service brake systems				Emergency brake systems
	Braking force as a percent- age of gross vehicle or combination weight	Deceleration in feet per second per second	Application and braking distance in feet from initial speed of 20 m.p.h.	Application and braking distance in feet from initial speed of 20 m.p.h.	
A. Property-carrying vehicles.					
(1) Single unit vehicles having a manufacturer's GVWR of 10,000 pounds or less	52.8	17	25	66	
(2) Single unit vehicles having a manufacturer's GVWR of more than 10,000 pounds, except truck tractors. Combinations of a 2-axle towing vehicle and trailer having a GVWR of 3,000 pounds or less. All combinations of two or less vehicles in driveaway-towaway operation.					
	43.4	14	35	85	
(3) All other property-carrying vehicles and combinations of property-carrying vehicles.	43.5	14	40	90	

NOTE: (a) There is a definite mathematical relationship between the figures in columns 2 and 3. If the decelerations set forth in column 3 are divided by 32.2 feet per second, the figures in column 2 will be obtained. For example, 21 divided by 32.2 equals 65.2%. Column 2 is included in the tabulation because certain brake testing devices utilize this factor.

(b) The decelerations specified in column 3 are an indication of the effectiveness of the basic brakes, and, as measured in practical brake testing, are the maximum decelerations attained at some time during the stop. These decelerations, as measured in brake tests, cannot be used to compute the values in column 4, because the deceleration is not sustained at the same rate over the entire period of the stop. The deceleration increases from zero to a maximum during a period of brake system application and brake-force buildup. Also, other factors may cause the deceleration to decrease after reaching a maximum. The added distance which results because maximum deceleration is not sustained is included in the figures in column 4, but is not indicated by the usual brake-testing devices for checking deceleration.

(c) The distances in column 4 and this deceleration in column 3 are not directly related. "Brake-system application and braking distance in feet" (column 4) is a definite measure of the overall effectiveness of the braking system, being the distance traveled between the point at which the driver starts to move the braking system controls and the point at which the vehicle comes to rest. It includes the distance traveled while brakes are being applied and the distance traveled while the brakes are retarding the vehicle.

(d) The distance traveled during the period of brake-system application and brake-force buildup varies with vehicle type, being negligible for many passenger cars and greatest for combinations of commercial vehicles. This fact accounts for the variation from 20 to 40 feet in the values in column 4 for the various classes of vehicles.

(e) The terms "GVWR" and "GVW" refer to the manufacturer's gross vehicle weight rating and the actual gross vehicle weight, respectively.

PART V - TIRES & ACCESSORIES

35-953 Tires.

Section 953. (1) A vehicle with any of the following tire or dual problems shall not be operated:

(a) A tire that has fabric exposed through the tread or sidewall.

(b) A tire that has any visible bump, bulge, or knot apparently related to tread or sidewall separation.

(c) A tire that has any cut that enters the fabric plies on the sidewall or tread area.

(d) A tire that has any tread separation.

(e) A tire that is flat or has an audible leak.

(f) A tire that is marked "not for highway use".

(g) Any tire contacting its mate in duals.

(h) Dual tires shall be matched for overall diameter within 3/4 inch.

(2) A tire on the front wheels of a truck or truck tractor shall have a tread groove pattern depth of not less than 4/32 of an inch when measured at any point on a major tread groove. The measurements shall not be made where tie bars, humps, or fillets are located.

(3) Except as provided in subrule (2) of this rule, tires shall have a tread groove pattern depth of not less than 2/32 of an inch when measured in a major tread groove. The measurement shall not be made where tie bars, humps, or fillets are located.

(4) A truck or truck tractor shall not be operated with regrooved tire on the front wheels which have a load-carrying capacity equal to, or greater than, that of 8.25-20, 8-ply rating tires.

35-954 Accessories Required

Same; Windshield wipers.

Section 954(A). (1) Every truck and truck tractor having a windshield shall be equipped with not less than two automatically operating windshield wiper blades, one on each side of the centerline of the windshield, for cleaning rain, snow or other moisture from the windshield. The blades shall be in such condition as to provide clear vision for the driver, unless one such blade is so arranged as to clean an area of the windshield extending to within one inch of the limit of vision through the windshield at each side. However, in driveaway-towaway operations, this rule shall apply only to the driven vehicle. In addition, one windshield wiper blade suffices under this rule when such driven vehicle in a driveaway-towaway operation constitutes part or all of the property being transported and has no provision for two such blades.

(2) Every truck and truck tractor, the date of manufacture of which is subsequent to June 30, 1953, which depends upon vacuum to operate the windshield wipers, shall be so constructed that the operation of the wipers is not materially impaired by change in the intake manifold pressure.

Same; Defrosting device.

Section 954(B). A truck and truck tractor having a windshield, when operating under conditions such that ice, snow, or frost is likely to collect on the outside of the windshield, or condensation on the inside of the

windshield, shall be equipped with a device or other means, not manually operated, for preventing or removing such obstructions to the driver's view. This rule shall not apply in driveaway-towaway operations when the driven vehicle is a part of the shipment being delivered.

Same; Rear-vision mirrors.

Section 954(C). Every truck and truck tractor shall be equipped with two rear-vision mirrors, one at each side firmly attached to the outside of the motor vehicle and so located as to reflect to the driver a view of the highway to the rear along both sides of the vehicle. Mirrors shall be free of discoloration or other damage. In driveaway-towaway operations, the driven vehicle shall comply with the provisions of this rule.

Same; Horn.

Section 954(D). A truck, truck tractor, and driven motor vehicle in a driveaway-towaway operation shall be equipped with a horn and actuating elements which shall be in such condition as to be capable of emitting sound audible, under normal conditions, from a distance of not less than 20 feet.

Same; Speedometer.

Section 954(E). Every truck and truck tractor shall be equipped with a speedometer indicating vehicle speed in miles per hour, which shall be operative with reasonable accuracy. However, this requirement shall not apply to a driven vehicle which is part of a shipment being delivered in a driveaway-towaway operation if such driven vehicle is equipped with an effective means of limiting its maximum speed to 45 miles per hour. Also, the requirement shall not apply to a towed vehicle.

35-955 Exhaust system location.

Section 955. (1) No part of the exhaust system of a motor vehicle shall be so located as would be likely to result in burning, charring, or damaging the electrical wiring, the fuel supply, or any combustible part of the motor vehicle.

(2) The exhaust system of a truck and truck tractor shall discharge to the atmosphere at a location to the rear of the cab or, if the exhaust projects above the cab, at a location near the rear of the cab.

35-956 Floors.

Section 956. The flooring in all motor vehicles shall be substantially constructed, free of unnecessary holes and openings, and shall be maintained so as to minimize the entrance of fumes, exhaust gases, or fire. Floors shall not be permeated with oil or gasoline and shall have the interior surface in good condition.

35-957 Rear end protection.

Section 957(1). A vehicle, except truck tractors, pole trailers, and vehicles engaged in driveaway-towaway operations, the date of manufacture of which is subsequent to December 31, 1952, which is so constructed that the body, or the chassis assembly if without a body, has a clearance at the rear end of more than 30 inches from the ground when empty, shall be provided with bumpers or devices serving similar purposes which shall be so constructed and located that:

- (a) The clearance between the effective bottom of the bumpers or devices and the ground shall not exceed 30 inches with the vehicle empty;
- (b) The maximum distance between the closest points between bumpers or devices, if more than one is used, shall not exceed 24 inches;
- (c) The maximum transverse distance from the widest part of the vehicle at the rear to the bumper or device shall not exceed 18 inches;
- (d) The bumpers or devices shall be located not more than 24 inches forward of the extreme rear of the vehicle; and
- (e) The body, chassis, or other parts of the vehicle afford the rear end protection contemplated.

Same; Flags on projecting loads.

Section 957(2). A vehicle having a load which extends beyond the sides or more than four feet beyond the rear shall have the extremities of the load marked with a red flag, not less than 12 inches square, at each point where a lamp is required by Section 9.

35-958 Television receivers.

Section 958. A motor vehicle equipped with a television viewer, screen, or other means of visually receiving a television broadcast shall have the viewer or screen located in the motor vehicle at a point to the rear of the back of the driver's seat, if such viewer or screen is in the same compartment as the driver; and the viewer or screen shall be so located as not to be visible to the driver while he or she is driving the motor vehicle. The operating controls for the television receiver shall be so located that the driver cannot operate them without leaving the driver's seat.

35-959 Seats, seat belt assemblies, and seat belt assembly anchorages.

Section 959. (1) A truck and truck tractor manufactured on or after January 1, 1965, and before July 1, 1971, shall be equipped with a type 1 or type 2 seat belt assembly, which conforms to federal motor vehicle safety standard No. 209, being 49 CFR Section 571.209, installed at the driver's seat and at the right front outboard seat, if the vehicle has one. The vehicle shall also have seat belt assembly anchorages which conform to the location and geometric requirements of federal motor vehicle safety standard No. 210, being 49 CFR Section 571.210, for each seat belt assembly that is required by this subsection.

(2) A truck and truck tractor manufactured on or after July 1, 1971, except a truck or truck tractor being transported in a driveaway-towaway operation and having an incomplete vehicle seating and cab configuration, shall conform to the requirements of federal motor vehicle safety standard No. 208, being 49 CFR Section 571.208, relating to installation of seat belt assemblies, and federal motor vehicle safety standard No. 201, being 49 CFR Section 571.201, relating to installation of seat belt assembly anchorages.

(3) A truck and truck tractor manufactured on or after January 1, 1972, except a truck or truck tractor being transported in a driveaway-towaway operation and having an incomplete vehicle seating and cab configuration, shall conform to the requirements of federal motor vehicle safety standard No. 207, being 49 CFR Section 571.207, relating to seating systems.

(4) Whenever this rule requires conformity to a federal motor vehicle safety standard, the vehicle or equipment shall conform to the version of the standard that is in effect on the date the vehicle is manufactured, or on the date the vehicle is modified to conform to the requirements of this section, whichever is later.

PART VI - EMERGENCY EQUIPMENT

35-960 Emergency equipment generally

Section 960. (1) A truck, truck tractor, and every driven vehicle in a driveaway-towaway operation, except for a lightweight vehicle, shall be equipped pursuant to this section. A power unit shall be equipped with a fire extinguisher that is properly filled and located so that it is readily accessible for use. The fire extinguisher shall be securely mounted on the vehicle. The fire extinguisher shall be designed, constructed, and maintained to permit a determination of whether it is fully charged and in proper operating condition. The fire extinguisher shall have an extinguishing agent that does not need protection from freezing. The fire extinguisher shall not use a vaporizing liquid that gives off vapors more toxic than those produced by the substances shown as having a toxicity rating of 5 or 6 in the underwriters' publication entitled "Classification of Comparative Life Hazard of Gases and Vapors". Fire extinguishers are to be inspected and maintained in accordance with the provisions of the national fire protection association pamphlet No. 10, 1974 edition.

(2) A motor vehicle that is used to transport hazardous materials shall be equipped with a fire extinguisher having an underwriters laboratories rating of 10 B:C or more. This subsection applies to a vehicle that is required to be marked or placarded, or tows a vehicle that is required to be marked or placarded, pursuant to the provisions of 49 CFR Section 100 to 199.

(3) A motor vehicle that is not used to transport hazardous materials shall be equipped with either a fire extinguisher having an underwriters laboratories rating of 5 B:C or more, or two fire extinguishers, each of which has an underwriters laboratories rating of 4 B:C or more.

(4) A fire extinguisher required by subsection (2) or (3) of this section shall be labeled or marked with its underwriters laboratories rating and shall meet the requirements of subsection (1) of this section.

(5) At least one spare fuse or other overload protective device, if the devices used are not of reset type, shall be provided for each kind and size used. In driveaway-towaway operations, spares located on any of the vehicles are deemed adequate.

(6) Except as provided in subsection (8) of this section, one of the following combinations of warning devices shall be provided:

- (a) As to vehicles equipped with warning devices before January 1, 1974,

one of the following warning device systems may be used until replacements are necessary:

- (i) Three liquid-burning emergency flares which satisfy the requirements of SAE standard J597, entitled "Liquid Burning Emergency Flares", as well as three fuses and two red flags.
- (ii) Three electric emergency lanterns which satisfy the requirements of SAE standard J596, entitled "Electric Emergency Lanterns", and two red flags.
- (iii) Three red emergency reflectors which satisfy the requirements of subsection (12) of this section and two red flags.
- (iv) Three red emergency reflective triangles which satisfy the requirements of subsection (11) of this section.
- (v) Three bi-directional emergency reflective triangles that conform to the requirements of federal motor vehicle safety standard No. 125, being 49 CFR Section 571.125.

(b) As to vehicles equipped with warning devices on and after January 1, 1974, three bi-directional emergency reflective triangles, pursuant to the provisions of 49 CFR Section 571.125, shall be used. Fuses, liquid-burning emergency flares, and red electric lanterns that conform to the provisions of subdivision (a) of this section may be used to supplement the emergency reflective triangles.

(7) Liquid-burning emergency flares, fuses, oil lanterns, or any device which uses a flame to produce a signal shall not be carried on vehicle transporting class A or B explosives, on any cargo tank vehicle used for the transportation of flammable liquids or flammable compressed gas, whether loaded or empty, or on a motor vehicle using compressed gas as a motor fuel.

(8) The requirements for emergency reflective triangles with legs not less than 17 inches long and not less than two inches wide. The front and back of the exposed leg surfaces shall be covered with red reflective material not less than 1/2 inch in width. The reflective surface, front and back, shall be approximately parallel. When placed in position, one point of the triangle shall be upward. The area within the sides of the triangle shall be open.

(b) The reflecting material covering the leg of the equilateral triangle shall comply with either of the following provisions:

- (i) The requirements for reflex-reflector elements made of red methyl-methacrylate plastic material, meeting the color, scaling, minimum candlepower, wind test, vibration test, and corrosion resistance test of sections 3 and 4 of federal specification RR-R-11,85, dated November 17, 1966.
- (ii) The requirements for red reflective sheeting of federal specification L-S-300, dated September 7, 1965, except that the aggregate candlepower of the assembled triangle, in one direction, shall be not less than eight when measured at 0.2 divergence angle and -4 degrees incidence angle, and not less than 80% of the candlepower specified for one square foot of material at all other angles shown in table II, reflective intensity values, of L-S-300.

(c) A reflective triangle shall be so constructed that when the triangle is properly placed, the

OBITUARIES

Amerman, Maud

Maud E. Amerman, 84, formerly of Belleville died Aug. 9, 1991. Funeral service was at David C. Brown Funeral Home.

Dougherty, Wilbur

Wilbur H. Dougherty, 67, of Belleville died Aug. 11, 1991. Funeral service was at David C. Brown Funeral Home.

Mulkey, Dennis

Dennis E. Mulkey, 80, of Plymouth died Aug. 8, 1991. He is survived by his daughter Carol; sons Floyd and William and grandchildren Elizabeth Boice, John, Anthony and William.

Funeral service was at Uht Funeral Home with the Rev. Jack Story officiating.

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Burial was at Parkview Memorial Cemetery.

Rutkowski, Clara

Clara T. Rutkowski, 81, of Ypsilanti died Aug. 9, 1991. She was survived by her husband Edward; children Gerald and Gregory; sister Lillian Sitarek; brother Edward Sitarek; four grandchildren and three great-grandchildren.

Funeral service was at St. Thomas A'Becket Church with Father Ernest M. Porchardt officiating. Arrangements were by Pawlus-Roberts Brothers Funeral Home.

Burial was at Holy Sepulchre Cemetery.

Sally, Patricia

Patricia A. Sally, 55, of Westland died Aug. 11, 1991. She is survived by her son Christopher; step-daughter Ethelina Hurst; granddaughter Kristen; brothers Daniel Mike and Paul

Hurst and sisters Ellen Rohruff and Nellie Moltrup, Beatrice Flees and Ethel Spencer.

She is preceded in death by her sister Julia Henegar. Funeral service was at Sts.

Simon and Jude Catholic Church with Father Gerard Bechard officiating. Arrangements were by Uht Funeral Home.

Burial was at Cadillac Memorial Gardens West.

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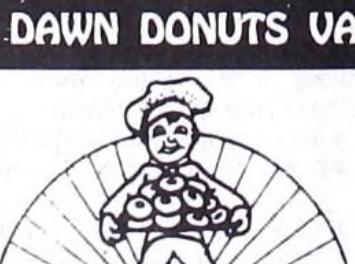
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OBITUARIES**Paige, Vincent**

Vincent J. Paige, 82, of Belleville died Aug. 7, 1991. He was survived by his wife E. Pauline Paige; sons Ronald, Paul and LeRoy; daughter Mary Pelton; brother Elmer; sisters Madelon Lechel and Eleanor McIntire; eight grandchildren and seven great-grandchildren.

He was preceded in death by his sisters Marcella and Dorothy and his parents George and Noreen Paige. He was retired from Ford Motor Company.

He was also a member of Belleville Loyal Order of Moose Lodge 934, one of the original members of the U.A.W. Union, and a member of the Retirees Chapter Local x898.

Funeral service was at David C. Brown Funeral Home with Father Frederick Misolek officiating.

Ghostlaw, Vernon

Vernon J. Ghostlaw, 69, of Garden City died Aug. 17, 1991.

He is survived by his wife Lorene; children Coy and Connie and two grandchildren.

He was retired from G.M. Hydro-Matic and was a

member of the United Baptist Church of Garden City.

Funeral service was at Vermeulen Memorial Trust 100 Funeral home with the Rev. Danny Reaves officiating.

Burial was at Knollwood Memorial Park.

Memorials may be sent to the family fund.

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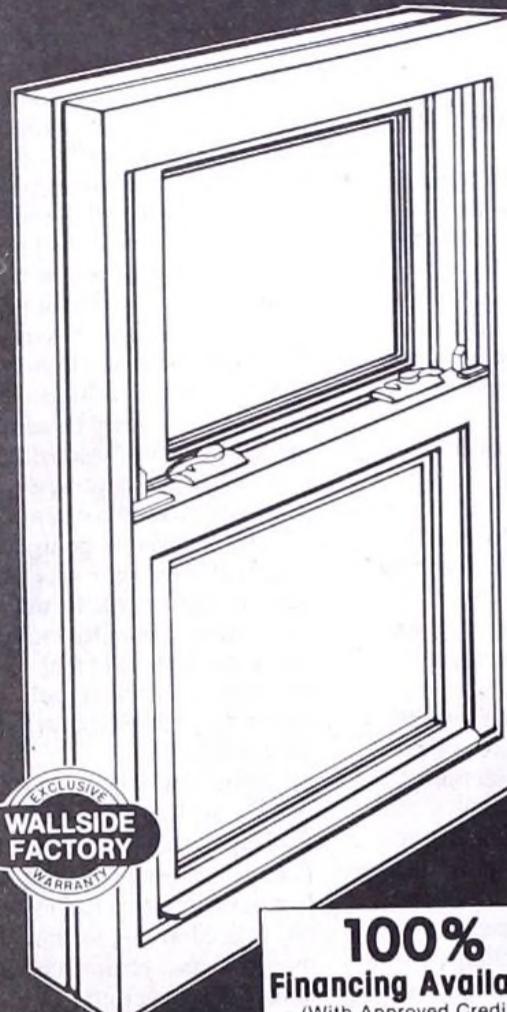
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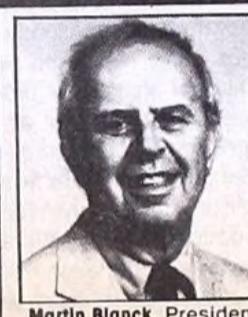
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Continued on page A-5 • Rm • Z

Section 971. A vehicle shall not be stopped, parked, or left standing, whether attended or unattended, upon the traveled portion of a highway outside of a business or residential district when it is practicable to stop, park, or leave the vehicle off the traveled portion of the highway. If conditions make it impracticable to move the vehicle from the traveled portion of the highway, the driver shall make every effort to leave all possible width of the highway opposite the standing vehicle for the free passage of other vehicles; and he or she shall take care to provide a clear view of the standing vehicle as far as possible to the front and rear.

35-972 Stopped vehicles; emergency signals.

Section 972. (1) When a vehicle is stopped upon the traveled portion of a highway or the shoulder of a highway for any cause, other than necessary traffic stops, the driver of the stopped vehicle shall immediately flash the two front and two rear turn signals simultaneously as a vehicular traffic hazard warning and shall continue the flashing until he or she places the warning devices required by subsection (2) and (3) of this section in use on the highways. The flashing signals shall be used during the time the warning devices are picked up for storage before movement of the vehicle. The flashing lights may be used at other times while a vehicle is stopped in addition to, but not in place of, the warning devices required by subsection (2) of this section.

(2) Except as provided in subsection (3) of this section, when a vehicle is stopped upon the traveled portion of a highway or the shoulder of a highway for any cause, other than necessary traffic stops, the driver shall, as soon as possible, but in any event within ten minutes, place the warning devices with which his or her vehicle is equipped pursuant to section 960, which shall be three emergency reflective triangles, three electric emergency lanterns, three liquid-burning emergency flares, or three red emergency reflectors. The warning devices shall be placed in the following manner:

(a) One at the traffic side of the stopped vehicle, within ten feet of the front or rear of the vehicle.

(b) One at a distance of approximately 100 feet from the rear of the stopped vehicle or load, in the center of the traffic lane or shoulder occupied by the vehicle, and facing traffic approaching the rear of the vehicle.

(c) One at a distance of approximately 100 feet from the front of the stopped vehicle, in the center of the traffic lane or shoulder occupied by the vehicle, and facing oncoming traffic in the opposite lane.

(3) The following special rules apply to the placement of warning devices:

(a) The driver of a vehicle equipped with liquid-burning flares or pot torches shall first place a fusee at the locations specified in subsection (2) of this section.

(b) Except as provided in subdivision (c) of this subsection relative to business and residential districts, during the period lighted lamps are not required, three emergency triangles shall be placed as specified in subsection (2) of this section or two red flags shall be placed as specified in subsection (2)(b) of this section and subdivision (c) of this section.

(c) The placement of warning devices is not required within the business or residential district of a municipality, except during the time lighted lamps are required and when street or highway lighting is insufficient to make a vehicle clearly discernible to persons on the highway at a distance of 500 feet.

(d) If a vehicle is stopped within 500 feet of a curve, crest of a hill, or other obstruction to view, the driver shall place the warning signals required by subsection (2) of this section in the direction of the obstruction to view at a distance of 100 feet to 500 feet from the stopped vehicle so as to afford ample warning to other users of the highway.

(e) If a vehicle is stopped upon the traveled portion or the shoulder of a divided or one-way highway, the driver shall place the warning devices required by subsection (2) of this section so that one warning device is at a distance of 200 feet and one warning device is at a distance of 100 feet in the direction of approaching traffic. The devices shall be placed in the center of the lane or shoulder occupied by the vehicle. The driver shall place one warning device at the traffic side of the vehicle within ten feet of the rear of the vehicle.

(f) If gasoline or any other flammable liquid, combustible liquid, or gas seeps or leaks from a fuel container or a vehicle stopped upon a highway, an emergency warning signal producing a flame shall not be lighted or placed unless it is lighted or placed at a distance from the liquid or gas which assures that a fire or explosion will not occur.

(4) Subsections (2) and (3) of this section do not apply to the operation of a lightweight vehicle.

PART II - PROTECTION AGAINST SHIFTING OR FALLING CARGO

35-973 Protection against shifting or falling cargo generally.

Section 973. (1) This section applies to trucks, truck tractors, semitrailers, full trailers, and pole trailers. Such vehicles shall, when transporting cargo, be loaded and equipped to prevent the shifting or falling of the cargo in the manner prescribed by subsection (2) of this section. In addition, each cargo-carrying vehicle shall conform to the applicable provisions in section 974, 975 and 976.

(2) A cargo-carrying vehicle shall be equipped with devices which provide protection against shifting or falling cargo and which meet the requirements of one of the following options:

(a) Under option a, the vehicle shall have sides, sideboards, or stakes, and a rear-end gate, rear-end board, or stakes. Such devices shall be strong enough and high enough to assure that cargo does not shift upon, or fall from, the vehicle. The device shall not have an aperture large enough to permit cargo in contact with one or more of the devices to pass through the devices.

(b) Under option b, the vehicle shall have at least one tie down assembly that meets the requirements of section 974 for each ten linear feet of lading or fraction thereof. However, a pole trailer or an expandable trailer transporting metal articles under the special rules in subsections (3) and (4) of this section is required only to have two or more of such tie down assemblies at each end of the trailer. In addition, the vehicle shall have as many additional tie down assemblies meeting the requirements of section 974 as are necessary to secure all cargo being transported either by direct contact between the cargo and the tie down assemblies or by Dunnage which is in contact with the cargo and is secured by tie down assemblies. This subsection shall apply to a vehicle which is designed and used exclusively to transport other vehicles. Each vehicle it transports shall be securely tied down by devices that conform to the requirements of section 974.

(c) Under option c, vehicles transporting metal articles only shall conform to subdivision (a), (b), or (d) of this subsection or to the special provisions for transportation of metal articles set forth in subsection (3) and (4) of this section.

(d) Under option (d), the vehicle shall have other means of protecting against shifting or falling cargo which are similar to, and at least as effective as, those specified in subdivision (a), (b), or (c) of this subsection.

(3) The provision of this subsection and subsection (4) of this section apply to a vehicle transporting cargo consisting of metal articles if that vehicle does not conform to the provisions of subsection (2) (a), (b), or (d) of this section. A vehicle transporting property consisting of metal articles shall, regardless of whether the provisions of this subsection and subsection (4) of this section apply to it, conform to the requirements in provisions of section 974, relating to securing systems; section 975, relating to blocking and bracing of cargo; and section 976, relating to front end structure requirements. When a motor carrier transports one or more coils of metal which, individually or as a combination banded together, weigh 5,000 pounds or more, the coils shall be secured in the following manner:

(a) As to coils with eyes vertical, one or more coils which are grouped and loaded side by side in a transverse or longitudinal row shall be secured by the following assemblies:

(i) A tie down assembly against the front of the coil or row of coils, restraining against forward motion.

(ii) A tie down assembly against the rear of the coil or row of coils, restraining against rearward motion.

(iii) A tie down assembly over the top of each coil or transverse row of coils, restraining against vertical motion. The same tie down assembly shall not be used to comply with more than one of the requirements of this subdivision.

(b) As to coils with eyes crosswise, a coil or transverse row of coils loaded side by side and having approximately the same outside diameters shall be secured by the following means:

(i) A tie down assembly through the eye of each coil, restricting against forward motion and making an angle of less than 45 degrees with the horizontal when viewed from the side of the vehicle.

(ii) A tie down assembly through the eye of each coil, restricting against rearward motion and making an angle of less than 45 degrees with the horizontal when viewed from the side of the vehicle.

(iii) Timbers having a nominal cross section of 4 by 4 inches or more and a length which is not less than 75% of the width of the coil or row of coils. The timbers shall be tightly placed against both the front and rear sides of the coil or row of coils and restrained to prevent movement of the coil or coils in the forward and rearward directions.

(iv) If coils are loaded to contact each other in the longitudinal direction and relative motion between coils and the vehicle is prevented by tie down assemblies and timbers, only the foremost and rear most coils shall be secured with timbers; and a single tie down assembly, restricting against forward motion, may be used to secure any coil, except the rear most one, which shall be restrained against rearward motion.

(c) As to coils with eyes lengthwise, a coil or transverse row of coils, having approximately equal outside diameters and loaded side by side, or a longitudinal row of coils, having approximately equal outside diameters and loaded end to end, shall be secured as follows:

(i) The coil or coils shall be restrained against side-by-side and fore-and-aft movement by one or more tie down assemblies over the top of each coil or transverse row, or by two or more tie down assemblies through the eye of each coil or longitudinal row, or by one or more tie down assemblies crossing from one side of the vehicle to the other through the eye of each coil or longitudinal row of coils in a transverse row.

(ii) Timbers having a nominal cross section of 4 by 4 inches or more shall be tightly placed against the sides of each coil or against the outward sides of each transverse row of coils which are loaded side by side so that the timbers restrain against side-topside movement.

(iii) If, pursuant to paragraph (i) of this subdivision, only one tie down assembly over the top of each coil or transverse row of coils is used to restrain against side-to-side movement and fore-and-aft movement, timbers having a nominal cross section of 2 by 4 inches or more, and which are firmly secured to longitudinal blocking, shall be tightly placed against the front and back of each coil, each longitudinal row of coils, and each transverse row of coils in a manner which restricts forward and rearward movement.

(d) Timber which is used for blocking shall be sound lumber free of defects, such as knots or cracks, that materially reduce its strength.

(e) Timbers need not be used on vehicles which have depressions in the floor or are equipped with other restraining devices which perform the functions specified for timbers by the provisions in this section.

(f) As used in this section, the word "nominal", when used to describe timber, means commercially dressed sizes generally designated by the dimensions indicated.

(4) The securing of miscellaneous metal articles shall be controlled by this subsection. Except as provided in subdivision (d) of this subsection, when a motor carrier transports metal articles consisting of cut-to-length bars, plates, rods, sheet and tin mill products, billets, blooms, ingots, slabs, structural shapes, or pipe and other tubular products, and these articles, either individually or as a combination of articles banded or boxed together and handled as a single unit, weighing more than 2,000 pounds, the articles shall be secured in the following manner:

(a) A single article, a group of articles, or a combination of articles loaded side by side across the width of the vehicle shall be secured by at least one tie down assembly over its top for at least every eight feet of its length and not less than two tie down assemblies securing each individual article or combination of articles banded or otherwise secured together and handled as a single unit. However, articles which individually have a length of eight feet or less, and which are securely butted against each other in the fore-and-aft direction, may be secured by metal angles secured by tie down assemblies; or they may be secured by a timber having a nominal cross section of 4 by 4 inches or more placed longitudinally over the articles and secured by tie down assemblies. Tie Down assemblies shall not be located beyond the ends of the article which they secure.

(b) If articles are tiered and each tiered article rests securely on the one beneath it, the tier may be secured in the same manner as a single level of such articles is secured pursuant to this section.

(c) Pole trailers shall either comply with the requirements of subdivisions

(a) and (b) of this subsection or have not less than two tie down assemblies securing the load to the forward bolster and not less than two tie down assemblies securing the load to the rear bolster.

(d) This subsection does not apply to special loads consisting of machinery or fabricated structural items, such as beams, girders, and trusses, which are fastened by special methods. However, such loads shall be securely and adequately fastened to the vehicle.

(5) This section does not apply to a vehicle transporting one or more articles which, because of their size, shape, or weight, are carried on special-purpose vehicles or are fastened by special methods. However, an article carried on such vehicle shall be securely and adequately fastened to the vehicle.

(6) Containers designed for the transportation of containerized, inter-modal cargo and having integral securing devices shall be fastened to the chassis of the vehicle with securing devices that prevent them from being unintentionally unfastened. The securing devices shall restrain the container from moving more than 1/2 inch forward, more than 1/2 inch to the left, or more than one inch vertically when the container is subjected to the following accelerations relative to the vehicle:

Direction of force relative to longitudinal axis of vehicle:	Acceleration in G's
Downward	1.70
Upward	0.50
Lateral	0.30
Longitudinal	1.80

35-974 Securement systems.

Section 974. (1) This section applies to tie down assemblies, including chains, cables, steel straps, and fiber webbing, other securement devices, and attachment or fastening devices used in conjunction therewith, which are used to secure cargo to vehicles in transit. All devices, which are used to secure cargo to a vehicle in transit pursuant to section 973 to section 976, shall conform to the requirements of this section.

(2) Except for integral securement devices of containers designed for the transportation of containerized, intermodal cargo which conform to the requirements of section 972(6), the aggregate static breaking strength of the tie down assemblies used to secure an article against movement in any direction shall be not less than 1 1/2 times the weight of that article. Chains used as a component of a tie down assembly shall conform to the requirements of the August, 1961, edition of the national association of chain manufacturers' welded chain specifications applicable to all types of chain. Steel strapping used as a component of a tie down assembly shall conform to the requirements of federal specification No. QQ-S-781 (1969). Steel strapping that is one inch wide or wider shall have not less than two pairs of crimps in each seal and, when end-over-end lap joints are formed, shall be sealed with not less than two seals.

(3) The strength of load binders and hardware that are part of, or used in conjunction with, a tie down assembly shall be equal to, or greater than, the minimum strength specified for that tie down assembly in subsection (2) of this section.

(4) The hook, bolt, weld, or other connector by which a tie down assembly is attached to a vehicle, and the mounting place and means of mounting the connector, shall be at least as strong as the tie down assembly.

(5) The anchorages of a winch or other fastening device mounted on a vehicle and used in conjunction with a tie down assembly shall have a combined tensile strength equal to, or greater than, the strength of the tie down assembly.

(6) A tie down assembly and its associated connectors and attachment devices shall be designed, constructed, and maintained so that the driver of an in-transit vehicle can tighten them. However, this subsection does not apply to a securement system in which the tie down assembly consists of steel strapping, or to a tie down assembly which is not required by this section.

35-975 Blocking and bracing.

Section 975. (1) Protection against longitudinal movement shall be provided pursuant to this subsection. When a vehicle carries cargo that is not firmly braced against a front-end structure that conforms to the requirements of section 976, the cargo shall be secured so that, when the vehicle decelerates at a rate of 20 feet per second, the cargo remains on the vehicle and does not penetrate the vehicle's front-end structure.

(2) Protection against lateral movement shall be provided pursuant to this subsection. When a vehicle carries cargo that may shift sideways in transit, the cargo shall either be securely blocked or braced against the side, side-boards, or stakes of the vehicle, or shall be secured by devices that conform to the requirements of subsections (2)(b) to (d) of section 973.

35-976 Front-end structure.

Section 976. (1) Except as provided in subsection (7) of this section, a cargo-carrying vehicle shall be equipped with a headerboard, or similar device, of sufficient strength to prevent load shifting and penetration or crushing of the driver's compartment.

(2) The front-end structure shall be located between the vehicle's cargo and the vehicle's driver.

(3) The front-end structure shall extend either to a height of four feet above the floor of the vehicle or to a height at which it blocks forward movement of any item of cargo being carried on the vehicle, whichever is lower. The front-end structure shall have a width which is at least equal to the width of the vehicle or which blocks forward movement of any item of cargo being transported on the vehicle, whichever is narrower.

(4) The front-end structure shall be capable of withstanding the horizontal forward static load specified in either of the following: (a) For a front-end structure less than six feet in height, it shall be able to withstand a horizontal forward static load equal to the weight of the cargo being transported on the vehicle, uniformly distributed over the entire portion of the front-end structure that is within four feet above the vehicle's floor, or that is at or below a height above the vehicle's floor at which it blocks forward movement of any item of the vehicle's cargo, whichever is less. (b) For a front-end structure six feet in height or higher, it shall be able to withstand a horizontal forward static load equal to 4/10 of the weight of the cargo being transported on the vehicle, uniformly distributed over the entire front-end structure.

(5) The front-end structure shall be designed, constructed, and maintained so that is capable of resisting penetration by any item of cargo that contacts it when the vehicle decelerates at a rate of 20 feet per second per second. The front-end structure shall not have an aperture large enough to permit any item of cargo in contact with the structure to pass through it.

(6) The requirements of this section may be met by the use of devices performing the same functions as a front-end structure, if the devices are at least as strong as, and provide protection against shifting cargo at least equal to, a front-end structure which conforms to these requirements.

(7) The following vehicles are exempt from the requirements of this section:

(a) A vehicle which is designed and used exclusively to transport other vehicles, if each vehicle it transports is securely tied down by devices that conform to the requirements of section 974.

(b) A pole trailer or semitrailer being towed by a truck tractor that is equipped with a front-end structure that conforms to the provisions in this section.

(c) A full trailer being towed by a vehicle that is equipped with a front-end structure that conforms to the requirements of this section for a front-end structure.

(d) A full trailer being towed by a vehicle that is loaded in such a manner that the cargo on the towing vehicle conforms to the requirements of this section for a front-end structure.

(e) A vehicle manufactured before January 1, 1974, relative to the requirements of subsections (4) and (5) of this section.

35-977 Civil Liability of Carrier

Section 977. All of the provisions of this part notwithstanding, and in addition to any criminal liabilities imposed by this division, the motor carrier shall be liable for all costs incurred in the clean-up and restoration of the road surface to normal condition should the carrier's load or cargo be spilled or otherwise be offloaded onto a roadway in this city, including the non-traveled right of way.

Section 978-979 Reserved.

DIVISION 7 - HOURS OF SERVICE AND PROHIBITED PRACTICES

PART I - HOURS OF SERVICE

35-908 Definitions.

Section 980. As used in this part:

(a) "Drive" or "driving time" means all time spent at the driving controls of a motor vehicle in operation.

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Continued from page A-8 • Rm

abbreviation.

(4) The following information shall be included on the previously approved format of the daily log, form MCS-59, MCS-139, or MCS-139A in addition to the grid:

- Date.
- Total miles driving today.
- Truck or tractor number.
- Name of carrier.
- Driver's signature/certification.
- 24-hour period starting time, e.g., midnight, 9 a.m., noon, 3 p.m.
- Main office address.
- Remarks.

(5) Failure to complete the record of duty activities, failure to preserve a record of such duty activities, or making false reports in connection with such duty activities as prescribed in this section shall make the driver or the carrier, or both, liable to prosecution.

(6) When required to maintain a record of duty status, the operator or driver of the vehicle shall display the record upon demand of any duly appointed peace officer.

(7) The driver's activities shall be recorded in accordance with the following provisions:

- A driver shall keep his or her duty status current to the time shown for the last change of duty status.
- All entries relating to a driver's duty status shall be legible and in the driver's own handwriting.
- The hour, day, month, and year for the beginning of each 24-hour period shall be shown on the form containing the driver's duty status record.
- The total mileage driven during the 24-hour period shall be recorded on the form containing the driver's duty status record.

(e) The carrier's vehicle number or state and license number of each truck or tractor unit operated during the 24-hour period shall be shown on the form containing the driver's duty status record.

(f) The name of the motor carrier for which work is performed shall be shown on the form containing the driver's duty status record. When work is performed for more than one motor carrier during the same 24-hour period, the beginning and finishing time, showing a.m. or p.m., worked for each carrier shall be shown after each carrier name. A driver of a leased vehicle shall show the name of the motor carrier performing the transportation.

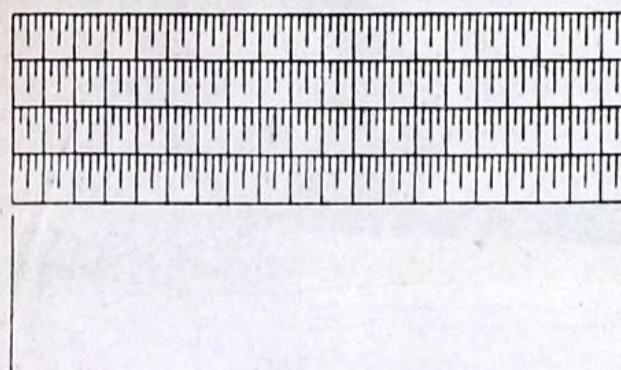
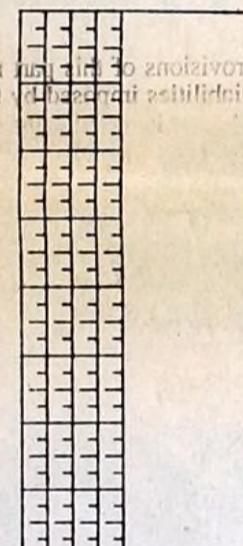
(g) The driver shall certify to the correctness of all entries by signing the form containing the driver's duty status record with his or her legal name or name of record. The driver's signature certifies that all entries required by this rule made by the driver are true and correct.

(h) The driver's duty status record shall be prepared, maintained, and submitted using the time standard in effect at the driver's home terminal, for a 24-hour period beginning with the time specified by the motor carrier for that driver's home terminal. The term "seven or eight consecutive days" means the seven or eight consecutive 24-hour periods as designated by the carrier for the driver's home terminal. The 24-hour period starting time shall be identified on the driver's duty status record. One-hour increments shall appear on the graph, be identified, and preprinted. The words "midnight" and "noon" shall appear above or beside the appropriate one hour increment.

(i) The motor carrier's main office address shall be shown on the form containing the driver's duty status record.

(j) Two or more consecutive 24-hour periods off duty may be recorded on one duty status record.

(8) The following graph grid shall be incorporated into a motor carrier recordkeeping system, which shall also contain the information required in subsection (4) of this section:



Graph Grid—Horizontally

(9) The graph grid, when incorporated as part of any form used by a motor carrier, shall be of sufficient size to be legible. The graph grid may be used horizontally or vertically and shall be completed as follows:

(a) Except for time spent resting in a sleeper berth, a continuous line shall be drawn between the appropriate time markers to record the periods of time when the driver is not on duty, is not required to be in readiness to work, or is not under any responsibility for performing work.

(b) A continuous line shall be drawn between the appropriate time markers to record the periods of time off duty resting in a sleeper berth, as defined in section 980 (i). If the operation is a non-sleeper berth operation, "sleeper berth" need not be shown on the grid.

(c) A continuous line shall be drawn between the appropriate time markers to record the periods of time on duty driving a motor vehicle, as defined in section 980(a).

(d) A continuous line shall be drawn between the appropriate time markers to record the periods of time on duty not driving specified in section 980(e).

(e) The name of the city, town, or village and the state abbreviation where each change of duty status occurs shall be recorded. If a change of duty status occurs at a location other than a city, town, or village, show one of the following:

(i) The highway number and the nearest milepost followed by the name of the nearest city, town, or village and state abbreviation.

(ii) The highway number and the name of the service plaza followed by the name of the nearest city, town, or village and state abbreviation.

(iii) The highway numbers of the nearest two intersecting roadways followed by the name of the nearest city, town, or village and state abbreviation.

(10) The driver shall submit or forward by mail the original driver's record of duty status to the regular employing 24-consecutive-hour period beginning at the time designated by the motor carrier for the terminal from which the driver is normally dispatched.

35-981 Compliance with, and knowledge of, requirements.

Section 981. (1) Except as provided in subsection (2) of this section, every motor carrier and its officers, drivers, agents, employees, and representatives shall comply with the requirements in this part; and every motor carrier shall require that its officers, drivers, agents, employees, and representatives be knowledgeable of the requirements in this part.

(2) The provisions of this part shall not apply to any of the following:

(a) The owner, driver, or operator of any motor vehicle which is being used as a wrecking, relief, or emergency road service vehicle.

- A public utility service vehicle when being used in cases of emergency.
- Specially trained drivers of motor vehicles which are especially designed or equipped for use, and are used solely for performing services, in the emergency maintenance of wells.
- The owner, driver, or operator of any motor vehicle eligible for, and displaying, a farm license plate.
- Vehicles owned or operated by the United States or state or federal corporation, agency, or instrumentality.
- A motor vehicle that is used exclusively to transport mail under contract with the United States postal service.
- A vehicle having a gross vehicle weight of 10,000 pounds or less.

35-982 Maximum driving and on-duty time.

Section 982. (1) Except as provided in subsection (3) of this section and in section 985, a motor carrier shall not permit or require any driver to drive, and such driver shall not drive, more than ten hours following eight consecutive hours off duty or for any period after having been on duty 15 hours following eight consecutive hours off duty. However, drivers using sleeper berth equipment, as defined in section 980(i), or who are off duty at a natural gas or oil well location, may accumulate the required eight consecutive hours off duty resting in a sleeper berth in two separate periods totaling eight hours, neither period to be less than two hours, or resting while off duty in other sleeping accommodations at a natural gas or oil well location.

- A motor carrier shall not permit or require any driver to be on duty, and such driver shall not be on duty, more than 60 hours in any seven consecutive days, as defined in section (h), regardless of the number of motor carriers using the driver's services. However, carriers operating vehicles every day in the week may permit drivers to remain on duty for a total of not more than 70 hours in any period of eight consecutive days. The limitations of this subsection shall not apply to any driver of a vehicle of 40,000 pounds G.V.W. or less whose total driving time does not exceed 60 hours in any seven consecutive days.
- The provisions of subsection (1) of this section shall not apply with respect to drivers used wholly in driving motor vehicles having not more than two axles and whose gross weight does not exceed 10,000 pounds, unless such vehicle is used to transport explosives or other dangerous articles of such type and in such quantity as to require the vehicle to be so marked or placarded under such regulations.
- Where drivers of motor vehicles are used exclusively in the transportation of oil field equipment, including the stringing and picking up of pipe used in pipelines, and servicing of the field operations of the natural gas and oil industry, any period of eight consecutive days may end with the beginning of any off-duty period of 24 or more successive hours.

35-983 Travel time.

Section 983. When a driver, at the direction of a motor carrier, is traveling but not driving or assuming any other responsibility to the carrier, each time shall be counted as on-duty time, unless the driver is afforded not less than eight consecutive hours off duty when arriving at his or her destination, in which case he or she shall be considered off duty for the entire period.

35-984 Driver's record of duty status.

Section 984. (1) Every motor carrier shall require each driver used by the motor carrier to record his or her duty status, in duplicate, for each 24-hour period. Every driver who operates a motor vehicle shall record his or her duty status, in duplicate, for each 24-hour period. The duty status time shall be recorded on a specified grid, as shown in subsection (4) of this section. The grid and the requirements of subsection (4) of this section may be combined with any company forms. The previously approved format of the daily log, for MCS-59, or the multi-day log, MCS-139 and MCS-139A, which meets the requirements of this subsection may continue to be used.

(2) The duty status shall be recorded as follows:

(a) "Off duty" or "off".

(b) "Sleeper berth" or "SB" (only if a sleeper berth is used).

(c) "Driving" or "D" (whether the driver is driving or not).

(d) "On duty not driving" or "OD" (not driving but not off duty).

(3) For each change of duty status, e.g., the place of reporting for work, starting to drive, on duty not driving, and where released from work, the name of the city, town, or village and the state abbreviation shall be recorded. If a change of motor carrier within 13 days following the completion of the form.

(11) When the services of a driver are used by more than one motor carrier during any 24-hour period in effect at the driver's home terminal, the driver shall submit a copy of the record of duty status to each motor carrier. The record shall include all of the following information:

(a) All duty time for the entire 24-hour period.

(b) The name of each motor carrier served by the driver during the 24-hour period.

(c) The beginning and finishing time, including a.m. or p.m., worked for each carrier.

(12) A motor carrier, when using a driver for the first time or intermittently, shall obtain from the driver a signed statement giving the total time on duty during the immediately preceding seven days and the time at which the driver was last relieved from duty before beginning work for the motor carrier.

(13) Driver's records of duty status for each calendar month may be retained at the driver's home terminal until the twentieth day of the succeeding calendar month. Such records shall then be forwarded to the carrier's principal place of business where they shall be retained with all supporting documents for a period of six months from the date of receipt. The driver shall retain a copy of each record of duty status for the previous seven consecutive days, which shall be in his or her possession and available for inspection while on duty.

(14) A driver is exempt from the requirements of this rule if all of the following provisions are complied with:

(a) The driver operates within a 100 air-mile radius of the normal work reporting location.

(b) The driver, except for a driver-salesperson, returns to the work reporting location and is released from work within 15 consecutive hours.

(c) The driver had eight consecutive hours off duty before reporting for duty.

(d) The driver does not exceed ten hours maximum driving time following eight consecutive hours off duty.

(e) The motor carrier that employs the driver maintains and retains for a period of six months accurate and true time records showing all of the following information:

(i) The time the driver reports for duty each day.

(ii) The total number of hours the driver is on duty each day.

(iii) The time the driver is released from duty each day.

(iv) The total time for the preceding seven days, in accordance with subsection (12) of this section, for drivers used for the first time intermittently.

35-985 Adverse driving conditions.

Section 985(A) (1) A driver who encounters adverse driving conditions, as defined in subsection (2) of this section, and cannot, because of those conditions, safely complete the run within the ten hour maximum driving time permitted by section 982(1), may drive and be permitted or required to drive a motor vehicle for not more than two additional hours in order to complete that run or to reach a place offering safety for vehicle occupants and security for the vehicle and its cargo. However, such driver shall not drive or be permitted or required to drive for more than 12 hours in the aggregate following eight consecutive hours off duty or after he or she has been on duty 15 hours following eight consecutive hours off duty.

(2) "Adverse driving conditions" means snow, sleet, fog, other adverse weather conditions, a highway covered with snow or ice, or unusual road and traffic conditions, none of which were apparent on the basis of information known to the person dispatching the run at the time it was begun.

Same; Emergency conditions.

Section 985(B) In case of any emergency, a driver may complete his or her run without being in violation of the provisions of these rules, if such run could reasonably have been completed without such violation.

35-986 Applicability of ordinances.

Section 986. These ordinances shall not apply to any carrier subject thereto when transporting passengers or property to or from any section of the country with the object of providing relief in case of any of the

following:

(a) Earthquake.

(b) Flood.

(c) Fire.

(d) Famine.

(e) Drought.

(f) Epidemic.

(g) Pestilence.

(h) Other calamitous visitation disaster.

35-987 Drivers declared out of service.

Section 987. (1) Every police officer of this city is authorized to declare a driver out of service and to notify the motor carrier of that declaration upon finding, at the time and place of examination, that the driver has violated the out of service criteria as set forth in subsection (2) of this section.

(2) Out of service criteria are as follows:

(a) A driver shall not drive after being on duty in excess of the maximum periods permitted by this part.

(b) A driver required to maintain a record of duty status under section 984 shall have a record of duty status current on the day of the examination and for the previous seven consecutive days.

(c) A driver failing to have in possession a record of duty status for the previous consecutive seven days and has a record of duty status current on the day of examination and the previous day, but who has not completed up to that time (previous six days), shall be given the opportunity to make the duty status record current.

(3) A motor carrier shall not do either of the following:

(a) Require or permit a driver who has been declared out of service to operate a motor vehicle until that driver may lawfully do so under the rules in this part.

(b) Require a driver who has been declared out of service for failure to prepare a record of duty status to operate a motor vehicle until that driver has been off duty for eight consecutive hours and is in compliance with this section. The consecutive eight-hour, off-duty period may include a sleeper berth time.

(4) The responsibilities of the driver are as follows:

(a) A driver who has been declared out of service shall not operate a motor vehicle until that driver may lawfully do so under the sections of this part.

(b) A driver who has been declared out of service for failing to prepare a record of duty status shall not operate a motor vehicle until the driver has been off duty for eight consecutive hours and is in compliance with this section.

(c) A driver to whom a form has been tendered declaring the driver out of service shall, within 24 hours thereafter, deliver or mail a copy of the form to a person or place designated by the motor carrier to receive it.

(d) Nothing in this part is to be construed as removing the requirements pertaining to attendance and surveillance of motor vehicles transporting hazardous materials.

Sections 35-988-989 - Reserved

PART II - PROHIBITED PRACTICES

35-990 Unauthorized persons not to be transported.

Section 990. (1) Unless specifically authorized in writing to do so by the motor carrier under whose authority the motor vehicle is being operated, a driver shall not transport a person, or permit a person to be transported, on a motor vehicle. When such authorization is issued, it shall state the name of the person to be transported, the points where the transportation is to begin and end, and the date upon which the authorization expires. A written authorization shall not, however, be necessary for the transportation of:

(a) Employees or other persons assigned to a vehicle by a motor carrier.

(b) A person transported when aid is being rendered in case of an accident or other emergency.

(c) An attendant delegated to care for livestock.

(2) This section does not apply to the operation of motor vehicles controlled and operated by a farmer and used in the transportation of agricultural commodities or products thereof from his or her farm or in the transportation of supplies to his or her farm.

35-991 Driving by unauthorized person.

Section 991. Except in case of emergency, a driver shall not permit a motor vehicle to which he or she is assigned to be driven by a person not authorized to drive the vehicle by the motor carrier in control thereof.

35-992 Riding within closed vehicles without proper exits.

Section 992. A person shall not ride within the closed body of a vehicle unless there are means, on the inside thereof, of obtaining exit. The means of exit shall be in such condition as to permit ready operation by the occupant.

35-993 Sleeper berth; transfer to or from.

Section 993. A person shall not transfer to or from a sleeper berth while a motor vehicle is in motion unless by means of a direct access between the cab and the berth.

Same; Sleeper berth; occupation.

Section 993(a). A sleeper berth shall not be occupied by more than one

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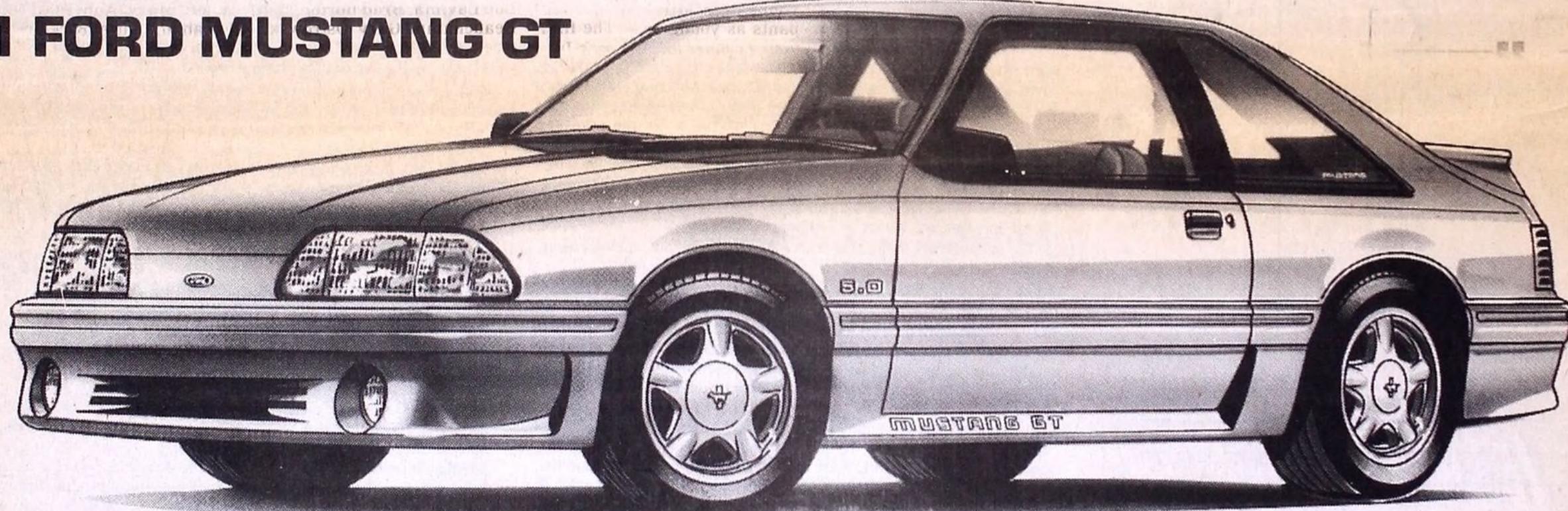
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Sports

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Specter of pay-to-play gone Wayne-Westland athletes enter challenging era

By TOM MOORADIAN
ANP Staff Writer

With the ominous specter of "pay-to-play" gone, Wayne Memorial and Westland John Glenn coaches and athletes can settle down and concentrate on competing.

For the past 12 months coaches have said much of their attention was divided between finding enough money to help pay the bills and planning strategy to defeat their rivals. They were placed in that position because the school district lacked the funds to meet its obligations.

"Last year we were in a very sticky situation where we had to ask our athletes to help pay for part of the costs of the program."

— Larry Wood
athletic director

"With the specter of pay-to-play behind us," said newly-appointed John Glenn athletic director Larry Wood, "our coaches and athletes will now have an opportunity to concentrate on practicing and playing their games."

"Last year we were in a very sticky situation where we had to ask our athletes to help pay for part of the costs of the program," Wood said.

The pay-to-play threat was buried in June when voters in the school district approved a

7.75 mill tax increase that provided the necessary funds to restore all sports programs.

Wood, who serves as an assistant principal at John Glenn, has the combined responsibility this year of serving as the Rockets' athletic director. He replaces the popular and meticulous Jerry Szukaitis, who opted to return to the classroom after nearly a decade as the head of the athletic department.

Wood said he is looking forward to the new challenge.

"Jerry has left everything in excellent shape," Wood said. "It is going to be difficult to follow such a class person. He is

such a well-organized individual."

Wood is a 1967 graduate of Glenn. As a prep he starred in swimming and tennis, and went on to Michigan State University where he earned his degree in education.

Wood will little time to waste preparing for the 1991-92 season. Most of the teams will see action next week.

The Rocket harriers will launch the season on Tuesday when they run in a quadrangular meet, while the women's basketball team has a tough assignment, clashing with perennial state powerhouse, Livonia Ladywood, also on



Larry Wood

Tuesday.

For the first time in its history, John Glenn will officially open the football season in August. Coach Chuck Gordon and his Rockets will play before the home crowd Friday night. Their opponent is Highland Park.

The kickoff for the 1991 season is 7:30 p.m.

Inkster sprinter wins at nationals

By TOM MOORADIAN
ANP Staff Writer

Inkster newest and brightest track starlet, Charnell Lynn, is glowing in gold. Lynn, who celebrated her 14th birthday last week, won a gold medal in the 100-meter dash at the National Junior Track and Field Invitational staged in Hershey, Penn.

It was an exceptional performance by a very talented young lady. She deserved to win the gold.

— Keith Bailey
Track Club Coach



Charnell Lynn (above) of Inkster earned national recognition in track last week by winning the 100-meter dash at the Hershey Invitational. The 13-year-old soon-to-be Inkster High freshman holds the unofficial national record for the event at 12.1. ANP sports photo by Bob DeYonker

Lynn breezed across the finish line under a clear blue sky in 12.72 to hit the tape before all of her rivals. She was competing against some of the finest young sprinters in the nation, including runners from New York, Hawaii and Alaska.

"It was an exceptional performance by a very talented young lady," said a "disappointed" Inkster Track Club Coach Keith Bailey. "She deserved to win the gold."

Bailey said he was disappointed because he knew that Lynn could run faster. She had posted an official national record of 12.1 in the qualifying round in Howell (Mich.). However, before it could be recorded as a new

national best, the performance must be accomplished during the national meet.

Bailey attributed Lynn's sub-par effort "to jitters".

"When you have runners from all 50 states represented, and you're 13-years-old, there are bound to be butterflies."

Bailey said that the young track star has a wealth of track talent.

"Charnell has only touched the tip of the iceberg with her talent," Bailey added. "If she continues to

work hard, there is no telling what she will accomplish."

Bailey's club is also emerging as one of the finest in the area. His team was invited to compete in Toledo recently and the 400-meter relay placed first with NeShawndra Fikes, Lynn, Ursula McKinnie and LaCrecia Tyus. Their winning time was posted as 51.5.

Lynn also swept the 100 and 200-meter runs with a 12.5 and 25.5, while Tyus won the 100 in the 17-18 age group (12.8).

Belleville runner crosses 4-mile finish line first

A 28-year-old Belleville runner was the first to cross the finish line in the four-mile run at the Wayne County Fair.

Jeff Pepper recorded a time of 21:30 in the race which was co-sponsored by the BBC Striders and the Wayne County Fair Association. Leading the women's competition was Lisa Veneziano of Flint who posted a time of 25:11.

In the four-mile walk, Wayne Garnatz finished first for the second year in a row. He was followed by Betty Cespino of Canton Township and Judy Wardle from Belleville.

The one-half mile run for youngsters attracted participants as young as 4. The first young runner to finish was Justin Peters, 11. Kaitlyn Beyer, 4, was the first girl to cross the finish line.

The second annual Wayne County Fair Family Fun Run attracted 131 runners and walkers, an increase of almost 40 participants more than last year, according to Sue Wade of the BBC Striders.

Finishers in the four-mile run age categories for males were: Mathew Thompson, 14 and younger; Richard Byrd, Brian Beach and Justin Richardson, 17-19; Tim Parcella, Rick Shaffer, Jon Ruby, Joel Service, Jon Sundstrom, Patrick Russell and Jeff Barrows, 20-24; Todd England, Dave Barstis, Vic Polich, John McGowan, Hisato Kabayama, Michael Logghe and Antonio Cerroni, 25-29; Gary Pierce, Steven Dollaway, Tim McCart,

Kenny's added another gem to its Canton Township men's softball league crown. The league champ kept its record untarnished and coasted to its 14th victory in as many outings to annex the Canton Parks and Recreation playoff title to its list of accomplishments this summer.

The second annual Wayne County Fair Family Fun Run attracted 131 runners and walkers, an increase of almost 40 participants more than last year.

— Sue Wade
BBC Striders

Bob Lavima, Brad Borton, Bob Beauchamp, Gary Ostrowski, Greg O'Dell, Ron Dzierwa, Reynold Mirabitur, Jeff Steichen, Gregory Burmester and Rford Judy, 30-34.

Other men who finished in the four-mile run were: Kevin Baur, Steve Lenahan, Mike Holland, Mark Williams, Al Calvaletto, Michael Dennisuk, H Jim Elmslie, Pete Kimes and Tom Gossler, Luke Skywalker, Ed Serrahn, Keith Davis, Jerry Bauer and Thomas Fraser, 35-39; Mike Unger, Larry Olszewski, Paul Loeber, Richard Turner, David Myrand, George Olson, Douglas Faulkner, Ji Meir, Stan Shaffer, Dale Lennox, Joe Domrowski, George Eskridge, Danny Galli, Larry Brown and Michael McClintoch, 45-49; Maury Dean, Tim Klinkhamer, Bill Smith, Louie Herring, Mike Burke, Richard Thoms, Joseph Burmester,

Finishers in the four-mile event, in order of their finishing times, were Wayne Garnatz, Betty Cespino, Judy Wardle, Susanne Szlagi, Joann Butler, Pat Drueke, Cathy Frietag, Patricia Dever, Julian Janosz, Jennifer Cespino, Deborah Eskridge and Debra Green.

Finishers in the one-half mile children's running event were Justin Peters, Rory Beyer, Andrew Peters, Nick Strugala, Peter Strugala, Jason Lena-han, Joshua Polaczyk, Kaitlyn Beyer and Todd England.

Kenny's repeats as champion

Kenny's turned back Paddy's Softball Club, 12-7, in the championship game. The newly-crowned champ broke open a close game with four runs in the fourth inning en route to a second straight playoff title.

Manager Chris Drake's team also defeated Moeller's, 8-3; drilled Dental Diplomats, 32-

Ralph Curtis, John Barrows, Geoffrey Voght and Tony Papas, 45-49; John Wehrly, Tom Naylor, Tim Barrows, Mike Delucia and John Sadler, 50-54; and Herb Seegart, Eugene Keyandwy and Phillip Ulrich, 55-59.

Finishing the four-mile run in the women's competition were: Stacy Moore and Julie Cutting, 16 and younger; Kaye Ann Pappas and Jennifer Barrows, 17-19; Tracey Tunningley, Bea Herring, Julie Ulrich and Tamara Weedon, 20-24; Kim Moran, Linda Rama, Jamie Partridge, Marie Konieczki and Jackie Kudla, 25-29; Mary Ann Piat, Lisa Lenahan, Laurel Kirkland and Cindy Judy, 30-34; Carol Poenisch, Mary Kerwin, Mary Swift, Carol Brandenburg, Antoinette Hill and Deborah Roudabush, 35-39; Donna Olson and Carol Enders, 40-44; Thelma Barrows, Linda Beach and Sandra Cregar, 45-49 and Mary DeMattia, 50-54.

Walkers in the four-mile event, in order of their finishing times, were Wayne Garnatz, Betty Cespino, Judy Wardle, Susanne Szlagi, Joann Butler, Pat Drueke, Cathy Frietag, Patricia Dever, Julian Janosz, Jennifer Cespino, Deborah Eskridge and Debra Green.

Finishers in the one-half mile children's running event were Justin Peters, Rory Beyer, Andrew Peters, Nick Strugala, Peter Strugala, Jason Lena-han, Joshua Polaczyk, Kaitlyn Beyer and Todd England.

13; clobbered Canton Sports, 10-2, and pasted Paddy's, 12.5.

Paddy's made it into the championship round with victories over Geneva Church, 14-2; St. Michael's, 9-5; Ann Arbor Assembly, 7-6; but they had to go 11 innings with American Yazaki before claiming a thrilling 8-6 triumph.

Schedules, please

The kickoff for the 1991 high school fall sports season is scheduled for Tuesday.

And members of The Associated Newspapers sports staff will be right there on the sidelines to capture all of the action, the thrills and the spills.

However, to assign staffers and photographers to the upcoming games, the ANP will need fall schedules.

Athletic Directors who have not yet mailed or dropped off the schedules are urged to do so as soon as possible.

Please include the names of all varsity coaches and their home telephone numbers so staff writers may contact them after games, if needed.

Thank you for your cooperation.

Belleville All-Stars win tourney titles

By TOM MOORADIAN
ANP Staff Writer

When they return to their classrooms next week, the Belleville All-Stars will take back with them stories about their thrilling experiences of winning two tournament baseball championships.

Coch Terry Edwards and his assistants Bob Brandon and John McMullen guided the All-Stars to tournament championships at Clinton and Milan.

"The kids played well and we're proud of them," said Edwards. "I think I can say for all of us that we had a great time coaching and playing this summer."

Belleville launched the Clinton Classic by edging Blissfield 7-6, however, they dropped a 11-1 decision to Onstead which forced them into a do-or-die situation the rest of the way.

The All-Stars did it.

They came back and humbled Clinton 30-7; eked out a close 5-4 decision over Milan; beat Napolan, 9-1; defeated Clinton 8-3 and surfaced with an 18-6 victory over Onstead.

Then Belleville swept Saline 6-3 and 10-4 to seal up the tournament title.

At Milan, Belleville met natural rivals, Ypsilanti National I and Ypsilanti Nation 2 in the semifinals and finals. They won the semis, 8-4, and squeezed out an 8-7 victory over the number two club in Ypsilanti.



Coach Terry Edwards raises the championship trophy high above his shoulders, after his team won the Milan Tournament. The Belleville All-Stars proved they are among the best 9-10 year-old baseball club in the area by winning two prestigious post-season tournaments. The lineup for the 1991 championship team includes: Brian Schroeder (kneeling, from left), Scott Smith, B.J. Flagg, Jason Zajac, Mike Kucharczyk and Jason Frederick; second row are Josh Brandon, Eric Price, Mike Tyo, Brad Keon, Nolan James, Dave Young and James Grey; the coaching staff also includes of Bob Brandon (back row, from left), Edwards and John McMullen. ANP special photo

JUST MARRIED**Trudgen-Kahlstorf**

Kathy Lillian Trudgeon became the bride of Delano Kent Kahlstorf during an early evening ceremony July 27, 1991 at Westland Free Methodist Church. The Rev. Tom Ball of Spring Arbor officiated at the nuptials.



Mr. and Mrs. Delano Kahlstorf

The bride is the daughter of William and Edith Trudgeon of Romulus and the groom is the son of Kenneth and Helene Kahlstorf of Lake George, Minn.

Acting as matron of honor at the ceremony was Judy Miller Farris of Wayne, a friend of the bride. Bridesmaids included Sandy Trudgeon, a sister of the bride from Quinnseesec, Mi., Heidi Kahlstorf, a sister of the broom from Lake George, Minn. and Jennifer Sleeman, a cousin of the bride from Trimountain, Mich.

Ken Kahlstorf, the father of the groom, performed the duties of best man at the wedding. Groomsmen included Troy Short of Grand Rapids, a cousin of the groom, Andy Wolber of Dallas, Tex., a friend of the groom, and Tim Gross of Romulus, a friend of the bride.

Ralph Pizzi, a friend of both the bride and groom, acted as an usher for the couple.

The bride is a 1986 graduate of Wayne Memorial High School

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Old Fashioned**

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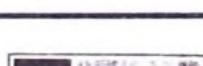
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SOON TO WED**Little-Watson**

Morris B. and Patsy Little of Belleville have announced the engagement of their daughter, Patricia Ann, to Michael J. Watson, also of Belleville.

The bride-elect is a 1991 graduate of Belleville High School and is employed by A.J. Headquarters.

The future groom is the son of Dealis and Beatrice Watson of Belleville. He is a 1989 graduate of Belleville High School and is employed by Tuffy Auto Service.

No date has been chosen as yet for the wedding.

BIRTHS**Lynsey Anmarie Brown**

Donald and Jennifer Brown of Belleville are pleased to announce the arrival of their daughter, Lynsey Anmarie Brown.

Born July 26, 1991 at 1:53 p.m., the infant weighed in at 7 pounds, one ounce.



Patricia Little and Michael Watson

ALL AROUND TOWN

Michael P. Edgerton, Rachele Baloga, David Owens of Westland, Ronald D. Green of Wayne and Canton Township residents Traci Helsel, Susan Luszczynski, Nancy Ueda, and Kevin Warneume have all been awarded scholarships for the 1991-92 academic year.

Westland resident, Susan E. Sather, has passed the Certified Payroll Professional examination at Schoolcraft College. This certification is the highest certification available to individuals who work in the payroll field.

Irving M. Spencer of Westland and a member of VFW Post 3323, has been appointed as a member of the Convention Committee on National Security and Foreign Affairs by VFW Commander-in-Chief James L. Kimery. Members will meet with national leaders and review resolutions regard-

ing NATO, national defense spending, terrorism, American/Soviet relations, U.S. foreign policy and a variety of other issues affecting the 2.1 million member veterans organization. Spencer has been active in veterans affairs for many years.

Local resident, Robert E. Schindler, recently entered the United States Air Force. Schindler is the son of Robert and Susan Schindler of Wayne and is a 1990 graduate of Wayne Memorial High School.

Two local residents received degrees from Western Michigan University in the spring. Kristen Rice, of Canton, received her B.A. degree in Communication and Pedro Miguel Plaza, of Wayne, received his B.S. degree in Aviation Technology and Operation.

CITY OF WAYNE**WHEEL FEST '91****ACTIVITIES FOR THURSDAY, AUGUST 22**

3:00 - 11:00 PM - Kiddie Rides
5:00 - 11:30 PM - Food and Drink Booths
5:00 - 11:30 PM - Beer Tent
5:00 - 10:00 PM - Beautiful Baby Contest
5:00 PM - Meet Milt Cuyler of the Detroit Tigers at Wayne Hobby Shop!
6:45 PM - Stroller Race - variety of prizes
7:00 PM - WHEELFEST '91 PARADE! - begins at Wayne Memorial High School
TBA - FIRE SAFETY HOUSE - sponsored by Wayne Fire Dept.
TBA - WAYNE HISTORICAL MUSEUM - OPEN DURING THE FESTIVAL
8:30 PM - DUNK TANK - DROP A COP NIGHT
7:30 - 10:00 PM - FREE BLOOD PRESSURE - \$5.00 CHOLESTEROL \$2.00 GLUCOSE TESTING sponsored by Annapolis Hospital
8:00 PM - PARADE AWARDS CEREMONY - ENTERTAINMENT TENT CROWNING OF MISS WAYNE - sponsored by Associated News and Wayne Chamber of Commerce
8:00 PM - Midnight - DJ JEFF CARTER (Dancing in the streets) MAIN STAGE

FRIDAY, AUGUST 23

TBA - FIRE SAFETY HOUSE - sponsored by Wayne Fire Department
TBA - WAYNE HISTORICAL MUSEUM — OPEN DURING THE FESTIVAL
12:00 - 1:00 PM - HORSESHOE SINGLES
12:00 - 9:00 PM - RADIO CONTROLLED HELICOPTER'S DEMONSTRATION - sponsored by the Michigan Whirlybirds at Farmer Jack parking lot.
12:00 - 11:30 PM - FOOD AND DRINK BOOTHS
12:00 - 11:30 PM - KIDDIE RIDES
12:00 - 11:30 PM - BEER TENT
12:00 - 11:30 PM - CANTON FUN CENTER GO-KART RIDES - AT FARMER JACK PARKING LOT
12:00 - 3:00 PM - ROLLER SKATING IN WAYNE ROAD (designated area only)
3:00 - 10:00 PM - BINGO TENT
5:00 PM - KICKS KARATE STUDIO PERFORMANCE AT MAIN STAGE
5:00 - 10:00 PM - FREE BLOOD PRESSURE - \$5.00 CHOLESTEROL - \$2.00 GLUCOSE TESTING sponsored by Annapolis Hospital
5:00 - 8:00 PM - BATTLE OF THE BANDS AT THE PALACE THEATER
9:00 - Midnight - SGT. ROCK BAND (dancing in the streets) MAIN STAGE

SATURDAY, AUGUST 24

TBA - FIRE SAFETY HOUSE - sponsored by Wayne Fire Department
TBA - WAYNE HISTORICAL MUSEUM - OPEN DURING THE FESTIVAL
9:00 AM - 3:00 PM - SOAP BOX DERBY AT SIMS/SECOND STREETS
10:00 AM - HORSESHOE TOURNAMENT AT JAYCEE PARK - ANNAPOLIS/SECOND STREETS
10:00 AM - WAYNE POLICE WHEELS (BIKES) AUCTION at main stage
12:00 - 8:00 PM - ARTS AND CRAFTS!
12:00 - 6:00 PM - CADILLAC-LASALLE CAR SHOW

SUNDAY, AUGUST 25

TBA - FIRE SAFETY HOUSE - sponsored by Wayne Fire Department
TBA - WAYNE HISTORICAL MUSEUM - OPEN DURING THE FESTIVAL
9:00 AM - 3:00 PM - SOAP BOX DERBY
10:00 AM - HORSESHOE DOUBLES TOURNAMENT AT JAYCEE PARK
11:00 - 5:00 PM - CHEVELLE CLUB OF MICHIGAN CAR SHOW
12:00 - 1:00 PM - EVELYN'S SCHOOL OF DANCE PERFORMANCE
12:00 - 5:00 PM - COUNTRY STORE ARTS AND CRAFTS
12:00 - 5:00 PM - CHICKEN BARBECUE! (Sponsored by Civilians and Lions Clubs)
12:00 - 3:00 PM - 1/10 SCALE TRUCK PULL DEMONSTRATION
12:00 - 5:00 PM - FREE BLOOD PRESSURE - \$5.00/CHOLESTEROL - \$2.00/GLUCOSE - sponsored by Annapolis Hospital
12:00 - 6:00 PM - RADIO CONTROLLED CAR RACES - sponsored by Wayne Hobby Shop - open to the public - must pre-register at Wayne Hobby Shop.
12:00 - 9:00 PM - RADIO CONTROLLED HELICOPTER'S DEMONSTRATION - sponsored by the Michigan Whirlybirds at Farmer Jack parking lot.
12:00 - 10:00 PM - KIDDIE RIDES
12:00 - 10:00 PM - FOOD AND DRINK BOOTHS
12:00 - 10:00 PM - BEER TENT
12:00 - 10:00 PM - CANTON FUN CENTER GO-KART RIDES - AT FARMER JACK PARKING LOT
1:00 PM - PET CONTEST AT MAIN STAGE
2:30 PM - DIAPER DERBY - entertainment tent
3:00 - 10:00 PM - BINGO TENT
3:00 PM - DONUT EATING CONTEST - open to the public
3:30 PM - EGG TOSS, RELAY AND OTHER ADULT GAMES
4:00 PM - PIE EATING CONTEST WITH WAYNES' CITY OFFICIALS
4:00 - 5:00 PM - WINNER OF THE BATTLE OF THE BANDS AT MAIN STAGE!
5:30 PM - KICKS KARATE STUDIO PERFORMANCE - in the Entertainment tent
6:00 PM - BEAUTIFUL BABY CONTEST WINNER ANNOUNCED at Entertainment Tent
6:00 - 7:30 PM - R.B. AND THE BOYS BAND AT MAIN STAGE
8:00 - 10:00 PM - SPARKS COUNTRY BAND AT MAIN STAGE



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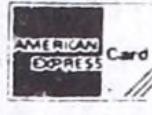
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Mom, Dad and Non.

4. Monuments & Cemetery Lots

FOUR MICHIGAN MEMORIAL Cemetery lots in Masonic area, 1/2 price. 941-0380

5. Personals

DAVID DARGO
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XEROGRAPHIC TECHNICIAN

Learn how to service xerographic equipment such as copiers, laser printers and fax machines. Topics include: Principles and Applied Xerography, Basic Electronics, Customer Service/Human Relations, Service, Department Operations, etc. Occupational areas include: Copier Repair, Fax Machine Repair, Laser Printer Repair, Electronics, etc.

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Students will actively participate in the entire process of home construction. Upon completion of this home construction course, students will be presented with a certificate of completion and have the opportunity to apply for a Michigan Builders License. Skills learned will include:

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for Rent	91a
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Farms & Land for Rent	93
Golf Courses for Rent	94
Home Sharing	108
Houses for Rent	95
Mobile Homes for Rent	97
Mobile Home Lots	

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Schools, 3 year olds and up,

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CHILD CARE in my home, part

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all ages, references, reasonable rates, 421-2522

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backyard, child proofed home,

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59. Auctions

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Auction, Sunday, August 25, at

12:00 noon, Barker's Auction,

7676 Blue Bird Road, (downtown), Maybell, MI. Nice

antique furniture, old radios,

large leaded window, nice oak

showcase, beautiful glassware

including R.S. Prussia; nice old

lamps; nice marble mantle

clock with open escapement

plus others; rifles & shotguns,

old paper memorabilia, many

pocket knives, oak machinist

chest; 50 old wood planes &

draw knives, hundreds of items; Jack & Bill Barker -

59. Auctions

ANTIQUE & Collectible Auction Plus Estate Items, every Sat. 6 pm
BELLEVILLE ANTIQUE & AUCTION GALLERY
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We are now accepting consignments & estates for all future auctions.

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60. Misc. Sales

BLOCK SALE, Saturday, Aug. 24 from 9 am - 6 pm on Orchard St. off of Eureka, between Middlebelt and Inkster Rd.

DEARBORN MOVING sale, 36 years of collecting. Everything must go, furniture, tools, air conditioners & much more. Aug. 23-25, 24156 New York, Dearborn, 9-6.

ESTATE SALE, 37235 Evans, New Boston, furniture, linens, kitchenware, glasses, lots of Christmas items, hooked rugs-large & small, luggage, baskets, purses, straw bags, tools, storm door, storm windows, ladder, knit racks, shoes-6 1/2 narrow-almost new, Hoover vacuums, Bissell Carpet Sweeper, cameras, lots more. Everything goes. Aug. 22, 23, 24, 10-4 pm. Rain or Shine

GARAGE SALE Aug. 22-24, 10-5, clothes, toys, dishes, books, etc. 34265 Stellwagon, between Howe & Wayne Rd.

GARAGE SALE, 4452 Wilmot, Annapolis/Venoy area; Aug. 23 & 24, 11-5, infant twin boys and maternity items, jewelry, misc items.

GARAGE SALE Three family, 4197 Columbus, Wayne, work bench, clothes, misc. Aug. 22-24, 9-5.

GARAGE SALE August 23-25 Baby things, tools, miscellaneous. 4421 Dean, Wayne, 10-6.

HAMILTON STREET Block Sale, Aug. 22, 23, 24, 10-6, (off Tyler Rd., Haggerty Sub., Belleville)

HUGE MULTI family sale. Women's clothing, shoes, jewelry, furniture, linens, dishes, pots, crafts, TV, stereo, decorations, typewriter, small appliances, books, records, & much more. 32364 Fairchild, Westland, W. of Merriman near Hubbard, August 23-24, 9-5, absolutely early birds.

INFANT - 3 TODDLER clothes, crib, stroller & miscellaneous. Something for everyone, August 23 - 25, 3424 McBride, Romulus, (I-94 & Wayne Rd.)

KILL ROACHES Buy ENFORCER Overnite, Roach Spray. Kills Roaches overnight or your money back. GUARANTEED! Available at Kruk Brothers, Inc., 27414 Van Born Rd.

MOVING SALE Aug. 24-25, 10-4 Sat, 10-8 Sun, 9701 Lisa, Wayne Rd., & I-94 area

MOVING SALE, 37409 Walnut Dr., Romulus, Aug. 22 & 23, 9-5 pm, furniture, misc.

NEW KOHLER modular fiberglass bath tub. New Orleans blue, \$150. 941-0380

SATELLITE TV dish with controls, \$500. 941-0380

THREE FAMILY furniture, antiques, clothes, small appliances, china sink, wedgwood gown, glassware, pottery, etc. August 22-24, 34808 Stewart, Romulus, 942-1454.

THREE FAMILY yard sale, Aug. 23-24, 9-6, furniture, toys and misc., 9265 Washington, Romulus.

VETS HELPING Vets 2nd Annual Yard Sale, 19375 Lohr, Belleville, Aug. 24, 25, 9-6.

89. Apts. for Rent

61. Misc. Items

1990, 29 1/2 ft Salmon travel trailer, fully loaded including air and awning, like new, \$11,500. 722-9677 or 722-4898.

BASEBALL CARDS mostly 1978 to present, call between noon and 7 pm, 722-1049.

LARGE UPRIGHT refrigerator/freezer, \$65. 729-2354.

MICHIGAN USED APPLIANCE OUTLET Sales & Service stoves * refrigerators * washers * dryers * TV & VCR Repair * 30929 Ecorse (E of Memran) (E of Memran) 729-4848

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NORWAYNE, 2 BR duplex, carpeted, stove & refrigerator, freshly painted, \$425 plus security, 697-0617.

NORWAYNE, 2 BR duplex, carpeted, stove & refrigerator, children welcome, carpeting, \$390 monthly plus security, 721-0293.

THREE BR (\$475) & 2 BR (\$400) duplex, in Westland (NorWayne), fenced back yard Section 8 welcome, 728-6688

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Wheels

'Sure Stop' provides sure service for vehicle owners

By DOUG CHURCH
ANP Staff Writer

Dick Laramore and Rob Peterson have survived the war.

The Persian Gulf war, that is.

Laramore and Peterson, co-owners of Sure Stop Brake and Tune, 6940 Middlebelt Road in Garden City are approaching their one-year anniversary on Sept. 5. It has been a year, they said, during which survival of new businesses has been extremely difficult.

"We opened the day after Labor Day last year and it was really the worst time to start a business," said Laramore.

The auto repair garage handles approximately 8-15 cars per day and provides a wide range of mechanical services including suspension, steering, alignment, brakes, tune-ups and air conditioning. The garage offers free brake inspections and provides an estimate if the car needs work.

Laramore said the garage specializes in electrical work and steering and dashboard repair. Most of his referrals are for this service, he said.

But as the electrical systems in many cars become increasingly intricate, Laramore says it's difficult to find parts and the knowledge needed to fix these problems.

About the only work not handled at Sure Stop is body repair and transmissions. Laramore also said the business is currently negotiating to become a member of the American Car Care Centers, a nationwide service that

I like to have the customer here during service to show them what's going on and explain the problem and the solution.

— Dick Laramore
CO-OWNER

guarantees work done at Sure Stop in other parts of the country.

With the program, customers would be issued a credit card that would be honored across the U.S. If work needs to be re-done it is free to the customer.

Laramore said Sure Stop could become a member as early as Oct. 1 and would then be authorized to do tire work as well.

The program is, to date, the only expansion of the business. Laramore, the manager of business operations, and Peterson, a master mechanic, oversee a staff of two additional mechanics who work out of five bays inside the garage.

There are no plans to expand the business, but Laramore believes a smaller clientele enables him to both honor his vow of same-day service and live up to his business philosophy which is, the customer is always right.

Friendly, personal service has been something both Laramore and Peterson have stressed since joining together to open the business.

The pair have known each other for 13 years. Peterson, former owner of a gas station at Cherry Hill and Telegraph, used to come in for lunch at the

Landmark Restaurant on Telegraph, owned by Laramore from 1973-82.

Peterson, an exhaust specialist who wanted to stay in the auto repair business, talked with Laramore for two years about opening a business. Laramore, 51, who graduated from Garden City High School in 1958 and Peterson, 37, a Dearborn native, hoped to stay close to home.

As for his philosophy, Laramore believes his business does more for the customer than the average auto repair garage. In fact, he's even willing to pick up and deliver customers who are left stranded without their cars.

"People aren't happy to begin with when they come in because they know it's going to cost them money no matter what happens," Laramore said. "I try to sell ourselves first, to let them know they'll get personal service."

"I like to have the customer here during service to show them what's going on and explain the problem and the solution. People generally don't know how their car works and it's our job to let them know exactly what we're doing to fix their problems. We can sleep well at night knowing that we're honest and fair."



Bob Peterson, one of the owners of the new Sure Stop Brake and Tune facility in Garden City demonstrates his skill at repairing brakes on vehicles. The shop opened last year and will celebrate one year of business next month. ANP photos by Ken Garner.



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Silver, auto, full power, air, stereo, extra nice
Only \$3,995

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V6, auto, 4 way power, tilt, cruise, cassette, rear seat & lots of room.
Best Buy Price \$5,995

'88 TOPAZ 2 & 4 DRS
4 to choose from - auto's, air, cruise, cassette, All extra sharp one owners!
Best Buy Priced from \$5,995

'88 MERKUR XR4Ti
Black beauty! Moonroof, auto, air, all power, cassette, cruise. Extra sharp one owner. Don't Miss This One!

'87 CHEVY ASTRO VAN
V6, auto, full power, air. Local trade, Best Buy Price \$5,995

'89 FORD AEROSTAR XL
8 passenger, red, one owner. Loaded with options!
Best Buy Price \$7,895

'90 PROBE GT
Black Beauty! 20,000 one owner miles. Every option
Best Buy Price \$10,950

'91 CAPRI CONVERTIBLE
Silver, black top, 5 speed, air, all power, 12,000 like-new one owner miles.
Best Buy Price \$10,650

'89 GRAND MARQUIS GS 4 DR.
White, dark red top & velour trim, 24,000 clean one owner miles.
Best Buy Price \$11,950

'91 COUGAR XR7 COUPE
Red, loaded, 12,000 miles, V8, one owner. Don't miss this sharpie!
Best buy price \$15,900

'89 MARK LSC
Black beauty, loaded, 32,000 mile, one owner, all the options, extra nice.
Was \$18,500 \$13,875

'91 ESCORT LX 2 DR.
Black, auto, air, all power, cass., nice one owner.
Was \$13,500 \$10,125

'90 TRACER 4 DR.
Blue, completely loaded, one owner, super sharp condition.
Was \$9,500 \$7,250

'86 CADILLAC FLEETWOOD BROM.
Silver, 4 dr., 55,000 one owner miles, full size V-8, Cadillac Luxury.
Was \$10,500 \$7,875

'90 TAURUS LX 4 DR.
Top of the line, loaded with options, extra sharp.
Was \$13,500 \$10,125

'89 MARK LSC
Black beauty, loaded, 32,000 mile, one owner, all the options, extra nice.
Was \$18,500 \$13,875

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RED-HOT SUMMER SALE

Budget Payments & Cars Under \$3995

1988 FORD ESCORT 2 DR., auto, pwr. steering brakes, r. defog., stereo cass., 33,000 miles. Extra clean! **1989 FORD FESTIVA**, 4 speed, cloth, r. defog., lmt. whl. drive, gas saver. **1989 FORD ESCORT**, auto, air, stereo, rear defrost, cloth, 24,000 pampered 1-owner miles. A Beauty! **1988 MERCURY TRACER**, 2 or 5 spd., stereo cass., r. defrost, sunroof, low miles. Sharp! **1987 FORD EXP SPORT COUPE 2 DR.**, polar white w/gray cloth, 5 spd., air, tilt, cruise, factory sunroof. Good on gas & insurance! **1987 FORD ESCORT 2 DR.**, 5 spd., air, stereo cass., r. defog., A title, 1 owner.

1988 MUSTANG, 2 door LX coupe, 5 spd., pwr. steering & brakes, r. defog., stereo cass., charcoal gray w/matching cloth, 4 cyl. good on gas, good on insurance. \$4895 or **1987 PONTIAC SAFARI WAGON**, 9 pass., auto, pw. winds., lcks., tilt & cruise. A-Grade car for only \$5,485 or **1987 NISSAN PULSAR NX**, T-roofs, auto, r. defrost, cloth, stereo, cass., black beauty. \$5,425 or **1984 VOLVO DL WAGON**, auto, air, stereo, cass., r. defog., 64,000 pampered garage kept miles. Must see this one of a kind!

1985 BUICK CENTURY 4 DR., auto, air, tilt, cruise, rear defrost, clean \$2995 or **1986 FORD ESCORT 4 DR.**, auto, air, stereo cass., rear defrost, nice car! \$2888 or **1986 F150**, 3 spd., w/overdrive, pwr. steering/brakes, 6 cyl. cap. Great work truck. Priced Right! \$3425 or **1986 FORD TEMPO**, auto, air, power steering/brakes, stereo, fint. whl. drive w/mid-size comfort! \$2985 or

\$4000 to \$5995

1990 FORD ESCORT 2 DR., pwr. steering/brakes, stereo cass., r. defog., sunroof. Save a bundle! **1990 FORD FESTIVA L PLUS**, 5 spd., air, stereo cass., r. defog., low miles, mint cond.

1988 PONTIAC LE-MANS SE 4 DR., auto, pwr. steering/brakes, stereo cass., 46,000 miles! **1991 FORD FESTIVA GL**, 5 spd., stereo, r. defog., sport whls. & stripes, 10,000 miles. Perfect! **1989 MUSTANG LX 50 COUPE**, auto, air, pwr. wind/lcks., cruise, tilt, 21,000 miles, extra clean. Sale Priced \$7995 or **1989 ESCORT GT**, 5 spd., air, tilt, cruise, stereo cass., "This One is Mint." \$6885 or

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